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PRINCIPAL CONTENTS.

Large Iron Railway Bridge for India	585
Eaton and Hamilton Railroad	585
Railroads of South America and the W. I.	586
Racine and Mississippi Railroad	586
Coquimbo Railroad	587
Androscoggin and Kennebec Railroad	588
Companies' Ownership in Lands taken for Rail- road Purposes	589
Wheat Crops of Ohio	589
Financial Strength and Resources of the Loyal States	590
Our City Passenger Cars	597
Pennsylvania Railroad	598
Another Railroad Dispute in New Jersey	598
Wheat Trade of Chicago and Milwaukee	599
The Eighth Census	600

American Railroad Journal.

New York, Saturday, August 2, 1862.

Large Iron Railway Bridge for India.

There is in course of construction in Manchester, England, an iron railway and carriage-way bridge combined, of whose character and dimensions probably very few of the inhabitants have any conception. Messrs. Ormerod, Grierson & Co., of the St. George's Ironworks, Hulme, have just completed the first of a series of 12 spans, which are to constitute an iron lattice bridge over the river Jumna, near Delhi. The bridge is for the East India Railway Company, and is from designs by Mr. A. M. Rendel, C. E. London. It is so constructed as to answer the double purpose of a railway and an ordinary road, the railway being along the top and the roadway beneath it. Each girder is 216 ft. long, and this gives a clear span of 205 ft. between the piers, of which there will be 11. The 12 spans will, therefore, form a structure having a total length of over half a mile. The first span has been completely riveted up in the works, and loaded with nearly 450 tons of pig-iron. The deflections were carefully noted, but the details would not be of general interest, and it may be sufficient to state that the result of the test was even more favorable than was anticipated. The iron has been supplied by the Shelton Bar Iron Company, near Stoke, and was required to bear a tensile strain of 21 tons to the inch of section. The breaking strain is estimated at from 2,500 to 3,000 tons, equally distributed, which leaves ample margin beyond any weight to which

it will be subjected. The bridge, notwithstanding its great length, has a light and airy appearance.

Eaton and Hamilton Railroad.

We are indebted to E. W. MCGUIRE, Esq., Treasurer, for the following statement of the revenue and current expenses of the Eaton & Hamilton railroad for the years ending December 31, 1859, 1860 and 1861:

CURRENT EXPENDITURES:—	1859.	1860.	1861.
Equipment repairs	\$19,500 43	\$20,504 43	\$18,059 16
Truck	28,128 65	25,522 68	27,863 85
Bridge	6,977 64	698 95	2,584 27
Equipment rents	5,302 79	2,923 92	441 85
Truck rent	10,000 00	10,000 00	10,000 00
Office and water rent and expenses	1,762 51	1,586 70	1,213 87
Fuel	10,487 18	11,142 40	6,368 73
Oil, tallow and waste	3,026 60	2,710 80	2,094 12
Train expenses	10,487 81	11,789 69	9,376 64
Depot expenses	2,010 52	2,582 44	3,086 25
Agents' salaries	7,244 98	6,984 18	4,963 78
Officers' salaries	6,914 94	6,622 92	4,687 47
Salaries	8,819 69	2,520 92	1,950 14
Sundries	5,342 61	3,923 15	1,485 75
NEW EARNINGS	\$120,965 85	\$108,463 00	\$94,768 38
	\$17,383 96	\$18,865 72	\$33,411 91

The Eaton and Hamilton Railroad Company was chartered in Ohio on the 8th of February, 1847, to construct a railroad from Hamilton, Ohio, to the State line of Indiana; and the Richmond and Miami railroad company was chartered in Indiana about the same time, to construct a railroad from Richmond, Ind., to connect therewith. These roads were built by the companies separately—that portion between Hamilton Junction and Eaton having been completed and opened for business on the 1st of July, 1852, and the remainder to the State line and Richmond on the 1st of May, 1853.

On the 1st of December following the two companies were consolidated. The company has an agreement with the Cincinnati, Hamilton and Dayton railroad company for the use of its road between the Junction and Hamilton, for which it pays \$10,000 a year. Its cars are also drawn over that road between Cincinnati and Hamilton by the engines of the same company.

No regular annual reports of the operations of this road have been issued since December 31, 1858, hence we are unable to give the "Abstract of Balance Sheet" to a later date than January 1, 1859. It is not probable however that any material change has since taken place in its financial condition. The capital stock authorized was \$600,000; of which \$469,763 had been paid in. Funded debt, \$683,734—classified as follows:

Sterling 7 per cent. bonds, \$130,734—issued in 1851 and payable principal in 20 years and interest semi-annually in London. Amount issued \$157,464.

1st Mortgage (E. & H. R. R. Co.) 6 per cent. bonds, \$150,000—issued to the city of Cincinnati in exchange for a like amount of city bonds, 1st January, 1851, and payable principal in 30 years and interest semi-annually 1st January and 1st July in Cincinnati.

1st Mortgage (R. & M. R. R. Co.) 7 per cent. bonds, \$60,000—issued 1st November, 1852, and payable principal in 10 years and interest semi-annually 1st May and 1st November in Cincinnati.

2d Mortgage (E. & H. R. R. Co.) 7 per cent. bonds, \$300,000—issued 1st January, 1852, and payable, principal in 10 years and interest semi-annually 1st January and 1st July in Cincinnati.

3d Mortgage (R. & M. R. R. Co.) 7 per cent. bonds, \$3,000—issued 1st January, 1854, and payable, principal in 10 years and interest semi-annually 1st January and 1st July in Cincinnati. Amount provided \$40,000.

3d Mortgage real estate (E. & H. R. R. Co.) 8 per cent. bonds, \$40,000—issued 1st December, 1853, and payable, principal in 20 years and interest semi-annually 1st June and 1st December in Cincinnati. Amount provided \$150,000.

The road is 42.50 miles in length, extending from Richmond to Hamilton Junction. Cost of road and appurtenances, \$1,217,859.

ABSTRACT OF BALANCE SHEET, 1ST JANUARY,
1864-1869.

Year.	Gross Earnings.	Operating Expenses.	Net Earnings.	Dividend.	Per cent.
1863.	\$85,172	\$68,672	\$16,500	\$23,802	10
1864.	125,152	60,602	64,550		
1865.	171,929	92,381	79,548	15,544	3
1866.	174,654	112,996	61,658		
1867.	141,089	90,928	50,161		
1868.	151,866	107,251	44,615		
1869.	138,350	120,966	17,384		
1860.	152,329	108,463	43,866		
1861.	128,170	94,758	33,412		
9 y.	1,268,711	\$827,017	\$441,694	\$39,246	13
Aver.	140,968	91,891	49,077	4,372	1.4

Railroads of South America and the West Indies.

In Mexico a short line is open from the City of Mexico towards Vera Cruz.

WEST INDIES.—In Cuba upwards of 500 miles of railway are open and in use, the average cost of which may be taken at £10,000 per mile, equal to, in all, £5,500,000.

NEW GRANADA.—The Panama Railway across the Isthmus of Panama (Darién) is 49½ miles long, and cost £1,600,000, or say, £32,000 per mile. The net receipts have averaged about £400,000 or 25 per cent. on the cost.

VENEZUELA.—Two or three lines have been commenced—one from Puerto Cabello to San Felipe, a distance of 53 miles, and another running from Lagunayra toward Caracas.

BRAZIL.—In Brazil 27 miles of the Bahia line are open, and up to the 30th June last, £1,236,405 had been expended on the whole line, open and in progress.

There are also open 36½ miles of the Pernambuco line, the cost of which thus far has been £1,409,000.

The Don Pedro II Railway is open for 38 miles from Rio de Janeiro to Belem, and 220 miles are in course of construction.

On 88 miles of the San Pablo line £314,000 had been expended up to the date of the last report.

CHILE.—In Chile, the Copiapo Railway extends from Caldera on the Pacific coast 74 miles inland, via Copiapo to Pabellon, whence the Copiapo Extension Railway, 26 miles long, extends to the Chanarcillo silver mines. This road has an altitude of 4,500 above the sea level, and a grade of 268 feet to the mile for several miles; some of the curves have a radius of 500 feet. A branch of 53½ miles is in course of construction by the Copiapo Extension Railway Company. A line from Coquimbo was recently opened as far as Serenas, and is in course of extension about thirty miles interior to the copper mines.

From Valparaiso a line of railway has been opened for nearly one half the distance of 110 miles to Santiago, the capital of the Republic. Another line is in progress from Santiago southward to Talca, a distance of 162 miles, upwards of 60 miles being open.

PERU.—Three lines are open in Peru—the Arica and Tacna, 28½ miles long, one of 8¾ miles from Callao to Lima, and one from Chorillas to Lima.—*Panama Star.*

Racine and Mississippi Railroad.

The third year of the operations of this road by the trustees for the first mortgage bondholders expired May 10th, 1862. We have been favored with a copy of the report of the General Manager, Superintendent and Secretary, giving a detailed account of the operations of the road during that year. The earnings and expenses of the road during the past, in comparison with those of the preceding year, have been as follows:

	1861.	1862.
Earnings:		
From freight	\$165,738 26	\$187,910 31
" passengers	49,087 53	51,477 37
" mails, etc.	6,024 25	6,426 11
	\$220,850 04	\$245,813 79
Expenses:		
Repairs of road	\$21,429 02	\$25,029 62
" equipment	11,166 88	17,325 49
" cars	12,403 70	16,591 21
" bridges, etc.	2,805 78	7,318 36
Fuel	18,343 16	25,197 25
Oil and waste	3,261 11	3,359 39
Damages to persons	12,889 62	684 93
Station service	20,474 83	20,467 86
Train hands	24,665 68	25,818 92
Taxes	4,144 22	5,273 09
All other expenses	20,127 48	30,107 67
	\$152,411 48	\$177,173 79
Net receipts	\$68,438 56	\$68,640 00

The Northern Illinois railroad was opened to Lanark, 20 miles west of Freeport, Oct. 1, 1861, and has been operated since that date, by the trustees of the Racine and Mississippi railroad.

In comparing the results of the past year's business with that of the previous year, the net earnings of the N. I. R. R., amounting to \$10,490 31, must be passed to the credit side of operating account. The debit side of the account shows the total expenses of operating both roads, with the exception of the track repairs of the N. I. R. R., which are paid by the latter company. The statement of earnings will then stand thus:

Gross earnings as above	\$245,813 79
Northern Illinois railroad net receipts	10,490 31
	\$256,304 10
Operating expenses	\$177,173 79
N. I. R. R. track repairs	3,331 06
	180,504 85
Total net receipts	\$75,799 25

The following will show the result of the three years' management by the trustees, treating the N. I. R. R. as part of the R. & M. R. R., since Oct. 1, 1861:

	1860.	1861.	1862.
Receipts ..	\$166,916 03	\$220,850 04	\$256,304 10
Expenses ..	131,790 14	152,411 48	180,504 85
	\$35,125 89	\$68,438 56	\$75,799 25

Operating to gross rec'pts. 78.9 per ct. 69.0 per ct. 70.4 per ct.

The business to and from stations on the Northern Illinois railroad for the 7 months and 10 days of the fiscal year, amounted to \$34,312 95. The per centage of business originated by the N. I. R. R. amounted to \$24,156 31, which leaves a surplus of \$10,156 64. The amount allowed the N. I. R. R. was \$10,490 31. The amount paid by that company for road repairs was \$3,331 06, leaving net to the N. I. R. R., \$7,159 25, which deducted from the surplus of business derived from the N. I. R. R., leaves a balance in favor of the R. & M. R. R., of \$2,997 39. The report says:

The business of the past year shows an increase over the previous year, although it was greatly reduced by the unremitting competition and opposition of the Illinois Central and Galena & Chi. Railroads. Fortunately the competition is now at an end, and satisfactory relations are established with the Illinois Central Railroad Co. by which your road is allowed the same privileges for the interchange of business as are allowed to the Galena Co. An arrangement has also been made with the Galena Company for the maintenance of a tariff on fair and remunerative rates. Since these arrangements took effect, on the 15th May, the business has been working very satisfactorily for your road. A large amount of produce from the Mississippi, at Dunleith, the terminus of the Illinois Central Railroad, has been carried over your road to Chicago, Racine and Milwaukee. With this business there has been a greater demand for rolling stock than could be supplied by the trustees; but the business has been materially assisted by the Illinois Central and Chicago and North Western Companies having, by agreement, provided their proportion of cars for the extent of mileage in which they are respectively interested.

The local business of the road in the winter was light; but the business derived from the 20 miles of the Northern Illinois Railroad, which was opened on the 1st of October, more than made up for what might have been expected from the Illinois Central, had the running arrangements of the previous year been in operation. The Northern Illinois Railroad will be completed to the river so as to be opened to the public on 1st September. The grading is nearly completed; the material for the track is on hand, and is now being laid down; in the course of ten days the track will be laid to Mount Carroll, and from there it will be continued to Savanna ten miles further, at the rate of three-quarters of a mile a day, so that engines may run through to the river by the first week in August. The month of August will be taken for finishing up and completing grading necessary to be done in the town of Savanna, which could not well be accomplished if interrupted by business.

On the opening of the Northern Illinois Railroad on 1st October, a working arrangement was entered into for one year, by which the entire control of the road was secured, so that it could be operated as freely as if it was in fact an extension of your road. Fifty per cent. of the gross earnings were allowed to the company, calculating the whole receipts from Lanark (the western terminus of the road) to Racine, and allowing the company its proportion of 20 miles, the company undertaking to maintain its own road bed in good running order. It will be necessary to enter into a new arrangement with the company on completion of its road to the river.

With the opening of the Northern Illinois to Savanna, your road will be placed in the position of having two friendly connections with the Mississippi River, by the Illinois Central at Dunleith, and the Northern Illinois at Savanna. The advantages of the other connections of your road will be fully demonstrated in the coming year when a greater field to draw business from will be opened to it. The fact that you can offer at two ports on the Mississippi the shortest route to the three Lake ports, Chicago, Racine and Milwaukee, and the shippers may choose their market and send their business as they may think most advantageous, cannot fail to draw to your road a large amount of the business of the Mississippi River, from North and South as well as from the country on the west side of the river, which is one of the richest and most cultivated counties of Iowa. It appears to your Manager, that the prospect of business is only limited by the powers at command for operating it. The rolling stock will not be sufficient at first, but it has been increased and will be added to gradually to keep up with the demand, as far as may appear prudent. It is hardly known yet, but will soon be appreciated after the road is in operation to Savanna, that the distance to the Mississippi River by your road from Milwaukee is 27 miles shorter than the Milwaukee and Prairie du Chien road, and 35 miles shorter than by the La Crosse road. The distance from lake to river at Racine is 23 miles less, making a route 50 miles shorter than the Prairie du Chien, and 58 miles shorter than the La Crosse.

Another favorable result has already been attained by the extension of the Northern Illinois Railroad; at the letting of the mail contracts for the next four years, from July 1st, the contract has been granted for the through route from Racine to Savanna and the classification of your road as a mail route has been raised.

The number of cars added to the road was essential, and still their is a deficiency. Two new freight locomotives have been ordered, to be delivered in the month of October. The order has been given to the Rogers Locomotive Works, upon a carefully made up specification for two coal burners. At the relative prices of coal and wood, the former is undoubtedly the most economical fuel for use on your road; and the difference in its favor will increase from year to year, as there is little likelihood of coal increasing much in price without wood advancing in greater proportion.

The increase of work in repairs of locomotives has recently become difficult to accomplish, from the imperfect accommodations for the purpose, which have been the cause of increased cost upon all work done, and it became necessary to provide better arrangements. The most feasible plan of providing what was needed, appeared to be to complete the original design of a workshop of brick upon a stone foundation, which had been put in by the company and left unfinished. The building is now erected, making a workshop of ample dimensions for all the work the road can require for two years to come, most conveniently placed, connecting the Engine House with the blacksmith shop, and having an independent track for engines to enter it. The cost of the building is \$2,500, and that amount will be more than saved in repairs in one year from the conveniences provided.

The risk of fire has been the subject of anxious consideration with reference particularly to the engine house, workshops, and material and rolling stock accumulated about the buildings. Your Manager considered the risk too great to run at one point, and opened a policy for the sum of \$20,000 as a partial insurance on the property, and as a further protection purchased a fire engine to be worked by the operatives of the road. In regard to the scattered risks on the line of road, your Manager deems it the most economical arrangement to let them be held uninsured, as the premium of insurance on all would be more than sufficient to replace such property as it is probable might be destroyed by fire from time to time. There has as yet been no destruction by fire upon the road, beyond a small amount of fen-

cing burnt up during the dry season in summer, when the grass is frequently on fire, and an occasional slight damage to the bridge. The bridges are all carefully watched and are provided with water to be at hand in case of sparks igniting.

The currency difficulties alluded to in last year's report, are now at an end, but continued for some time during the last year. Exchange on New York was for months as high as 10 per cent., causing the item of Exchange to amount to \$2,188 60 on the debit side, as against \$362 85 on the credit side in the previous year. The bank issues of Wisconsin and Illinois are now of very limited amount and pass current at par with Eastern Bank bills and Treasury notes, and exchange is at par. The Treasury notes, if kept within limits of what is required for the business of the country, will be a great boon to the west, by affording a safe circulating medium, current all over the country. This money will not only be serviceable as affording safety in the daily transaction of business, but by the facilities it provides for business, will tend to develop the resources of the country, and add largely to the volume of business.

The north-west has undoubtedly been affected by the lamentable war now raging in the country, but in a manner which no casual observer would detect. It cannot be but that prices have been lower than they would have been had the condition of the country been one of peaceful industry, and the arts of peace, which cannot be carried on without contributing to the profits of railroads, must have been greatly discouraged. In passenger business, there is a very marked falling off, attributable in a degree to the number of men who have joined the army and gone out of the State, and to some extent to the limited amount of trading as compared with ordinary times, when agents in all branches of business industriously seek custom in every town and settlement, even of the most humble pretensions. Many of the roads have had some compensation for the deficiencies alluded to, in carrying troops and munitions of war for the government, but your road is not situated so as to participate in such source of revenue beyond a very limited amount. Your road is eminently intended to work to greatest advantage in aid of the labors of peace and good will, the end devoutly prayed for by all good citizens, and which we may loyally anticipate as the greatest gain to be achieved at the present time.

The anticipations expressed in my last report of the advantages to be derived from the extension of the Northern Illinois Railroad have been fully realized from the first 20 miles, and I have now to congratulate you upon the speedy completion of the line to the Mississippi, which cannot fail to raise the character of your property so that its immediate prospects will afford assurances of its ranking with the most prosperous of the roads connecting the Mississippi and the lakes. I have already dwelt upon the advantages of having two points on the Mississippi, and three points on the lakes, connected by shorter lines than any other route can offer, but the situation is so important, I would impress it upon all interested in the property as a subject for profitable anticipations.

Your property has passed through trying times, and now enters upon a phase in its history affording well grounded and brighter prospects than at any previous time, and I close my report in the anticipation of the coming year enabling your manager to submit to you results of the most satisfactory character.

The company have 9 passenger, 5 baggage, 3 mail, 56 platform and 296 house freight cars. The number of locomotives is not stated. The number of miles run by engines with passenger trains was 77,658; with freight trains, 165,656; with other trains, 10,910—total 254,224; an increase over the previous year of 25,597 miles. Number of passengers carried, 73,618. Tons of freight, 122,354.

TRUSTEES' ACCOUNT.

	1861.	1862.
Advances on net income.....	\$281,071 69	\$248,754 85
Supplies.....	29,044 15	28,367 99
Do. of fuel.....	14,735 63	21,578 44
Do. of oil and waste.....	325 00	422 71
Telegraph supplies.....		189 20
Suspense.....	1,765 99	1,288 27
Open acc'ts receivable.....	8,849 42	15,640 89
Cash.....	3,567 83	1,118 73
	\$339,359 77	\$317,361 08
Farmers' Loan & Trust Co.....	\$314,022 58	\$296,602 95
Open accounts payable.....	25,337 19	20,758 13
	\$339,359 77	\$317,361 08

ADVANCES ON NET INCOME.

	1861.	1862.
Balance from last year.....	\$262,916 72	\$281,071 69
Construction account.....	35,779 54	22,378 12
Mortgages and liens on property.....	45,334 57	4,433 55
General services.....	1,933 88	2,000 01
Legal expenses.....	3,941 27	3,326 34
Expense account.....	224 18	188 77
Interest and discount.....		1,357 77
Exchange.....		2,188 60
	\$350,130 16	\$317,394 85
Operating account.....	\$68,438 56	\$68,640 00
Exchange.....	362 85	
Interest and discount.....	257 06	
Balance.....	281,071 69	248,754 85
	\$350,130 16	\$317,394 85

The office is at Racine, Wisconsin. The officers are:—

General Manager—G. A. THOMSON.

Superintendent—MATT. TAYLOR.

Secretary—JAMES C. HILL.

Coquimbo Railway.

This railway, which bids fair to eventually become one of the most profitable and useful in the Republic of Chile, South America, was formally inaugurated upon the 21st of April, 1862, with all the ceremonies usually observed in Catholic countries. Its length, including two branches, is about thirty and a half English miles, and the object of its construction is not only to connect the city of Serena, the capital of the province, with its spacious and well sheltered Port Coquimbo, eight miles distance, but to facilitate the conveyance of the mineral riches from the districts lying to the south of the latter.

The line forms a letter V, and commencing upon the coast of the Pacific at the port of Coquimbo, it thence runs for a few miles in a north-easterly direction to the city of Serena, beyond which place it is continued for two and a quarter miles, as far as the large copper smelting works of the Compania Lambert, where it terminates for the present, on this side of Coquimbo, the intention, however, being to extend it ultimately up the rich and fertile valley of Elgin to the town of Vienna, about forty miles further.

From Coquimbo, southwards, the railway runs for twenty-eight and a half miles, passing first in its course the extensive smelting works of Don Jose Tomas Urmenata, at Guayacan, where twenty-four reverberating furnaces are constantly at work, and to these works a branch has been formed nearly two miles in length. Beyond this, after traversing a distance of eighteen miles from Coquimbo, the great mineral districts of Andacollo and Tambillos are reached, and thence to the present termination of the railway at the foot of the Cardas range of mountains. The entire country is rich in copper and other minerals.

This line is intended to be continued hereafter thirty miles further to Ovalle, the chief town of a department containing immense resources, both mineral and agricultural. Within this province is situated the wonderful copper mines of Tamaya,

which probably are the most productive in the world, the chief of which belongs to the proprietor of the large smelting works at Guayacan already mentioned. To the foot of the mountain of Tamaya the railway has already been surveyed, and although the line will be somewhat difficult, yet there exists no serious obstacle to its execution, and arrangements are being already made to raise the additional capital required.

The Coquimbo Railway is the first line in Chile yet made exclusively with capital raised in the country; it has cost, including rolling stock, stations, land, and every other expense, £5,680 per mile, or £230,000 for the entire length of forty and a half miles, and the estimated expense of continuing it to Ovalle at £250,000.

The works upon the line are of a simple though durable character; a kind of calcareous limestone found in the district has been employed in the construction of the various bridge abutments and in the culverts; and cast iron piles, with wrought iron girders, have been generally adopted for the principal bridges, one of which, over the Coquimbo river, is 500 ft. in length.

The gauge adopted is that of the remainder of the lines of Central Chile, viz., 5 ft. 6 in., the rails being 61 lb per lineal yard.

The curves of the main lines in no case exceed 1,000 ft. radius, and the steepest gradient is 1 in 70.

The Coquimbo Railway is the cheapest yet made in Chile. It has been carried out for an amount considerably below the estimate, and the execution of the works has occupied only sixteen months.—*Railway Times*.

Androscoggin and Kennebec Railroad.

The annual meeting of this company was held at Waterville, Me., on the 25th of June, at which the report of the directors for the fiscal year ending May 31, 1862, was presented. From this we learn that the gross earnings of the whole line—including those of the Penobscot and Kennebec Railroad, which is operated under lease to this company—were:

From 90,441 passengers.....	\$130,316 32
" 53,061.23 tons freight.....	106,040 30
" express, mail, etc.....	17,885 64
	<hr/>
	\$254,242 26

And the expenses were:

Repairs of track.....	\$45,295 19
" equipment.....	13,923 30
" buildings, etc..	5,327 80
Train expenses.....	13,453 03
Station expenses.....	13,768 44
Fuel.....	17,001 52
Oil and waste.....	2,318 69
All other expenses.....	11,469 65
	<hr/>
	124,557 62

Net earnings for the year:

Androscoggin and Kennebec Railroad Company, 4-7ths.....	\$74,105 51
Penobscot and Kennebec R. R. Co., 3-7ths.....	55,579 13
	<hr/>
	129,684 64

Compared with the previous year the gross earnings show a decrease of\$64,263 14
With a decrease in expenses of..... 29,293 92

Making the decrease in net earnings..\$34,969 22—the amount received by this company is therefore \$19,982 41 less than that of the previous year. The report says:

It will be seen from this exhibit that the net earnings have fallen far below the sum necessary to pay the interest on the indebtedness of the Company. Nevertheless your Directors have paid all the interest obligations, as they have matured, from their private means or credit, trusting in the good faith of the company to protect them in so doing.

The bonds, payable in the stock of this company, remain in amount the same as at our last re-

port. A large portion of those, it will be recollected, mature in July, 1863, and the remainder principally in the year following.

Of the loan of 1860, (\$1,100,000,) the bonds of which run thirty years, \$804,600 have been disposed of during the year now closed and during the year previous at their par value, and for the following purposes:

In exchange for bonds of million dollar loan.....	\$792,900
For interest bonds of the company.....	7,700
For bonds of the \$350,000 loan.....	3,000
For furniture bonds.....	500
For interest due from the company.....	500
	<hr/>
	\$804,600

And there remain of the bonds of the loan of 1860, to be disposed of, \$295,400. A portion of these bonds thus remaining undisposed of, are pledged for the debts of the company.

Of the bonds issued prior to the million dollar loan, there remain outstanding \$26,557 00; of the million dollar loan, \$192,100 remain outstanding; of the interest bonds, \$600 remain. The bonds secured by a mortgage of the furniture of the road have all been taken up during the past year, and the mortgage discharged. The remaining bonds of the million dollar loan, and those of an earlier issue, as well as those known as Interest bonds, your directors believe may all be exchanged during the next year. Some difficulty is found in ascertaining where the bonds are held, and delays from this cause have occurred.

The relation of your company with other companies with which they are directly or indirectly connected in business, are among the most difficult subjects to deal with.

With the Grand Trunk Company they are and have been harmonious and satisfactory. With the Androscoggin Railroad Company, difficulties exist, which now must be reconciled by the Courts of law. In September last, having been informed that it was the intention of that company to sever the connection of their road with yours, which had been formed under their respective charters, in 1852, and to change the gauge of their road, your Directors caused a bill in equity to be filed in the Supreme Judicial Court, to restrain that company from so doing. On a hearing for a temporary injunction, the Court granted the injunction, restraining them from changing the gauge. But notwithstanding the injunction so granted, that Company, in disregard of the order of the Court, and on Sunday, when process could not be served, changed the gauge of their road, and so practically have broken up all present connection of the roads. This bill in equity is still pending, and has not yet come before the Court for a final hearing. Your board have good reason to believe that your rights of connection in that road will be sustained, and that that company will be compelled to restore the gauge and connection as it was before.

It will be recollected by most of you, that in 1856 a law was passed by the Legislature of this State authorizing the consolidation of your Company with that of the Penobscot and Kennebec Railroad Company; and that into this act a section was inserted against the consent of the parties asking the Legislation, and particularly to secure rights to rival corporations, which this Company and the Penobscot Company were unwilling to concede. Efforts have been made at each succeeding session of the Legislature for the repeal of the obnoxious section, but without avail until the last winter, when those interested in this line of road succeeded in obtaining the desired amendment of the act of consolidation. The act is now as it was originally desired; and it now remains with the stockholders and others interested in the two roads, to determine whether they will avail themselves of the act. Your Directors cannot too earnestly urge the importance, to every party interested in the road, of uniting the two companies permanently. The value of the stock is in the future growth of the State, and future increase of population and business upon the line of the road;

but without a permanent union of the two roads, the stock will not be likely to be of any value, present or future. The holders of the Bonds of this Company are interested in accomplishing the union referred to, inasmuch as it will greatly enhance the value of their security.

The miles run by engines for all purposes during the year were 171,593, viz: with passenger trains, 75,965; with freight trains, 71,694; with other trains, 23,934.

The number of passengers transported over the whole road during the year has been 90,441; tons of merchandise, 53,061. Computing the miles these passengers and tons of merchandise have been transported, and it appears that it is equal in all to the transportation of 3,227,976 passengers one mile: of these, 1,457,566 were transported one mile on the P. & K. R. R., and 1,770,410 on the A. & K. R. R.

The superintendent recommends the erection of a new passenger and merchandise depot at Auburn, and a new turntable and engine house at Danville Junction; and trusts that some way may be devised by which both of these improvements may speedily be made.

The balance to credit of income account at the commencement of the year was \$83,725 57; at close it was \$134,543 31.

GENERAL ACCOUNT.

Capital stock.....	\$457,900 02
Million Loan bonds.....	192,100 00
Interest bonds.....	600 00
Bonds of \$350,000 loan.....	26,557 00
Bonds of \$1,100,000 loan.....	804,600 00
Stock bonds, convertible into stock in from 1½ to 3½ years.....	710,000 00
Stock coupons, payable in stock.....	6,740 00
Sundry accounts, payable in stock.....	1,820 00
Bills payable and accounts.....	184,812 37
	<hr/>
	\$2,385,129 89
Construction account.....	\$2,210,947 28
Pen. & Ken. R. R. Co. stock.....	21,924 79
Real estate.....	500 00
Bills receivable and accounts.....	7,966 04
Balance of income account.....	134,543 31
Cash.....	9,247 97
	<hr/>
	\$2,385,129 89

President—JOHN WARE.

Treasurer—J. NYE.

Superintendent—EDWIN NOYES.

Steam Engine and Boiler.

Mr. Giffard, of Paris, has just specified, as a communication to Mr. Henry, patent agent, Fleet street, London, an improved boiler and engine. The boiler is characterized by the employment of a reservoir of hot water and steam, consisting of a strong chamber, or water space, into which lead a number of sloping tubes, placed above the fire-bars of the furnace, and plugged at their outer ends. The engine consists of a pair of tubes, or narrow cylinders, in which work plungers connected at their outer ends by side rods. The tubes are supplied with steam through a block, which closes their inner ends, and on the face of which works a slide-valve, balanced by a rod and spring. A supplementary link-motion is combined with the ordinary link-motion, so that the valve-rod is worked through the intervention of this extra link and its gear, which constitute what is termed by Mr. Giffard a "correcting apparatus." The combined engine, boiler and valve gear constitute a machine for producing and employing steam at very high pressures.

Companies Ownership in Lands taken for Railroad Purposes.

RESPECTIVE RIGHTS OF COMPANIES AND THE FORMER LAND OWNERS. RAILWAY FARM CROSSINGS—COMPANIES MAY MAINTAIN TRESPASS.

The Supreme Court of the State of Vermont, have recently decided in the case of the Connecticut and Passumpsic Rivers Railroad Company vs. Buckley Holton, that one whose land has been taken, for railroad purposes, has no right to enter upon or use such land for any purpose which in the least degree endangers or embarrasses its use, by the company, for any of the objects which the railway is intended to accomplish; and also, that under sec. 43 chap. 26, Comp. Stat., in regard to "railway farm crossings," neither the railway company nor the adjacent land owners have the right to determine separately, and without the consent of the other party, the number, character and location of the "farm crossings."

At the time the plaintiffs' railroad was constructed, a portion of their road bed and the land adjoining on each side was taken by them from the defendant, and the damages for such taking were duly appraised and paid according to the provisions of the plaintiffs' charter. After this land so taken and paid for, had been enclosed by the plaintiffs, and while it was in their possession, the defendant at different times, entered thereon with his servants, oxen and carts, through the fences enclosing it, and cut and carried away the turf from a portion of it lying between the railroad track and the fence. This portion was about two rods wide and fifty rods long. This entry and removal of the turf was committed under a claim of right by the defendant, who owned the land adjoining the enclosure, but it was against the will and protest of the plaintiffs.

The referee proved that such entries by the defendant on this land enhanced the danger of accident to the passengers and employees on the plaintiffs' road, on account of the liability of the oxen from fright or otherwise to run upon the railroad track; and he also found that the removal of the turf increased the dust about the cars and engines when in motion, thereby annoying the passengers and to some extent injuring the machinery of the locomotives; but that if the defendant had the right to enter the enclosure with his team and remove the turf, he had done so in a safe and prudent manner.

The referee also reported that the defendant, without the consent and against the wishes of the plaintiffs, had taken down one length of the plaintiffs' fence on each side of the railroad track on his farm, and made a "crossing" about twenty rods south of the crossing made by the plaintiffs for the accommodation of the defendant. The defendant did this for his own convenience, to enable him to draw manure and produce across the track, which could be done more conveniently at the new than at the old "crossing." In making this crossing the defendant filled the ditch on the side of the track, which had a tendency to dam up the water and saturate the embankment on which the track was laid. He also laid loose planks between the rails, which rendered the passage of the engine and cars less safe than if the planks were fastened; and this also enhanced the danger of accident on the railroad.

The county court held the acts of the defendant were trespasses, and rendered judgment in favor

of the plaintiffs, from which the defendant appealed. The following is the opinion delivered at the decision of the case by the Supreme Court.

ALDIS, J.—Although the right which a railroad acquires to land taken under their charter is said to be merely an easement, yet the nature of their business, their obligations to the community and the public safety, require that their possession of the land so taken should be absolute and exclusive against the adjacent land owner, so made as to secure fully every purpose for which the railroad is made and used.

The possession of the railroad company cannot be limited to any point of occupation less absolute and exclusive than this; that the corporation may do any act upon the land conducive to those public uses for which their charter was granted, and may exclude the land owner from taking any possession or doing any act upon the land which may in the least degree tend to jeopardize the safe transportation of passengers and freight upon the road, or which may in any way interfere with or embarrass their use of the road and land for any of the purposes which the railway is intended to accomplish. This possession in Massachusetts has been said to be "practically exclusive." 2 Gray, 574. * * * Without stopping to inquire whether a possible case may not exist where the land owner might enter to obtain mines or minerals, or to take herbage or other vegetable growth, it is obvious that the possession of the railroad company must ordinarily and practically be absolute and exclusive. Hence any entry by the land owner or any act done by him upon the land which tends in the least to impair the structure of the road, to endanger the running of trains, to lessen the safety or comfort of passengers, or generally to embarrass the use of the road for the purposes for which it was built, or the power of the railroad company to keep it in repair, must be deemed wrongful.

The removal of turf from the sides of the road and the adjacent strips of land is clearly an unlawful act on the part of the land owner. Where the road bed and adjacent soil are bare, dust is increased by the motion of the engine and cars as they pass along. This becomes a great annoyance to passengers at certain seasons of the year and especially in the dry, hot weather of summer. To prevent or remedy this evil the railroad companies are sometimes obliged to incur expense. To some extent doubtless, the dust is injurious to the machinery of the engines. The railroad companies have the right to preserve and promote, as far as practicable, a growth of turf along their road bed and its sides, and upon the adjacent strips of land; and an entry by the adjoining land owner to cut and carry away the turf must be held to be a trespass.

The compiled statute provides that if the parties cannot agree upon the plan, manner or number of farm crossings, the same shall be determined by commissioners. This, by implication, clearly precludes both the railroad companies and the land owners from determining separately and without the consent of each other, where and what and how many the farm crossings shall be. They must agree or submit the question to the decision of commissioners. From the operation of this general law the defendant claims to be exempt by virtue of the language employed in the plaintiffs'

charter, which it is claimed secures to him a right independent of all subsequent legislation, to build and use farm crossings as in his own judgment he may think his convenience requires. The right as expressed in the charter, to cross the railroad with teams or otherwise, is to be used "in such a manner as shall be calculated not to injure the same." We think the right is to be used not merely so that the track or road bed should not be injured, but that a larger meaning, a more liberal construction, should be put upon this language, viz, that the right to cross the railroad should be used so as not to injure the proper and reasonable enjoyment of the road by the corporation. It is obvious that the manner in which such a right should be exercised must be settled by agreement of both parties, or else be regulated by law. Hence the subject necessarily becomes a fit subject for legislation, and neither party can claim any vested rights in the matter beyond the control of legislation. The general law on this subject was required, both to settle the conflicting claims between land owners and railroad companies, and to secure more fully the safety of the public in traveling upon railroads. If every land owner could build and use farm crossings wherever he pleased and as many as he pleased, the dangers of railroad travel would be alarmingly increased. The question of convenience or inconvenience to the land owner in using his farm crossings, sinks into insignificance when compared with the question of safety or danger to all who travel on railroads. The land owner has no right to build a farm crossing at any other point than the one fixed by commissioners, or agreed upon with the company. He has no right to cross the track at any other point than the established crossing.

We consider all these acts which the defendant has done under a claim of right to be wrongful. They endanger the safety of all who travel; and in deciding upon the questions here involved, the public safety is the paramount consideration.

For these injuries to the plaintiffs' rights and possession, trespass is the proper remedy. The judgment of the County Court is affirmed.

Wheat Crops of Ohio.

The wheat crop has just been gathered in the Miami country, and for the most part throughout the State. It is the best and largest crop of wheat produced in Ohio since 1850. The crop that year was the largest ever grown in the State, and the largest average per acre. The crop of 1850 was 31,500,000 bushels. That of this year may safely be put down at 30,000,000. After 1850 the wheat crop of Ohio declined till it reached only 11,000,000 bushels in 1854, which was but a little more than one-third the maximum. The maximum and minimum crops have been as follows:

In 1850.....	31,500,000 bushels.
In 1854.....	11,889,110 "
In 1857.....	25,397,614 "
In 1860.....	23,640,356 "
In 1861.....	20,000,000 "
In 1862.....	30,000,000 "

The consumption of the State for both food and seed does not exceed 13,000,000. We have, then, the following surpluses of wheat:

For 1860.....	10,640,356 bushels.
For 1861.....	7,000,000 "
For 1862.....	17,000,000 "

Railroad Earnings--Weekly.

The traffic of the Great Western Railway of Canada for the week ending July 18, 1862, was as follows:

Passenger.....	\$18,021 06
Freight and live stock.....	20,785 04
Mails and sundries.....	1,518 71

Total.....	\$40,324 81
Corresponding week of last year.....	28,094 36

Increase.....	\$12,230 45
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The earnings by the Chicago, Burlington and Quincy Railroad for the 2d week in July, 1862, were.....	\$47,879 38
Do., 1861.....	30,986 89

Increase.....	\$16,892 49
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The earnings of the Galena and Chicago Railroad the 3d week in July, 1862, were.....	\$36,980 46
Do., 1861.....	36,670 83

Increase.....	\$309 63
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The earnings of the Chicago and Northwestern Railroad the 3d week in July were.....	\$20,930 81
Corresponding week, 1861.....	17,420 83

Increase.....	\$3,509 98
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The earnings of the Toledo and Wabash Railroad for 3d week of July, 1862, were.....	\$22,896 49
Do., 1861.....	18,793 20

Increase.....	\$4,103 29
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The earnings of the Cleveland and Toledo Railroad for the 3d week in July, 1862, were.....	\$15,619
Do., 1861.....	12,849

Increase.....	\$2,770
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The Chicago and Rock Island Railroad earned the 3d week of July, 1862.....	\$29,861
Do., 1861.....	24,795

Increase.....	\$5,066
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The earnings of the St. Louis, Alton and Chicago Railroad for the 3d week in July, were:	
1862.....	\$21,964 16
1861.....	20,412 08

Increase.....	\$1,552 08
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The Michigan Central earned in the 3d week in July, 1862.....	\$35,024 00
Do., 1861.....	24,829 00

Increase.....	\$10,195 00
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The earnings of the Milwaukee and Prairie du Chien Railroad, for the 3d week of July, 1862, were.....	\$22,030 60
Corresponding week, 1861.....	25,140 30

Increase.....	\$3,109 70
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The receipts of the Grand Trunk Railway of Canada for the week ending July 19th, 1862, were:

16,763 Passengers.....	\$25,072 58
Mails and sundries.....	2,933 68
Freight and live stock, 12,378 tons.....	40,577 24

Total.....	\$68,588 50
Corresponding week, 1861.....	62,798 07

Increase.....	\$5,785 43
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New Passenger Tariff on Board European Steamers.

By general agreement the price of passage on board the steamers has been raised nearly 15 per cent. The Cunard line has raised its rates from \$130 to \$150 first class, and \$70 to \$90 second

class, by the steamers leaving New York, and from \$110 to \$125 first class, and \$60 to \$75 second class, by the steamers sailing from Boston—this arrangement to take effect August 1st. Other lines advance in a similar proportion.—*Boston Traveller.*

Financial Strength and Resources of the Loyal States.

The prospect of a bountiful harvest throughout the loyal States is a matter of first rate importance, considering the political condition of the country, and must tend, greatly, to inspire confidence, and relieve apprehension as to the future. The greater portion of the wheat crop is already gathered, and will probably prove a larger yield than any previous one. Coming immediately upon two good harvests, the surplus for export will largely exceed that of any former year. The other important crops look equally well, but being hardier, and far less liable to accident and to injury from vicissitudes of weather, they seldom fail to be abundant, taking the whole country together.

The great interest of the nation, agriculture, the products of which form the basis of our foreign as well as domestic commerce, has been singularly prosperous for three consecutive years. Other interests must share in its good fortune. This is shown by the fact that the whole population of the country is actively employed. With constant employment at good wages; with cheap and abundant supplies of food, the material condition of a people can hardly be improved.

We call attention to this phenomenon of parties who affect to credit nothing of the kind. The fact, however, cannot be controverted. Our people bear the burdens of the war without inconvenience, because they have an abundance of everything that supports war—men, money, food, clothing and munitions of all kinds. All these can be had in the greatest profusion upon such terms as the government offer. A similar strength, stability and confidence displays itself in all the operations of society. Prices of property of all kinds are well maintained. There is no check to the progress of all useful enterprises that bid fair to be remunerative. Society everywhere wears a cheerful aspect, and the hum of industry has not ceased to be heard in any part of the land.

The grand secret of our national strength has been the ample provision made for just such an event as the rebellion, which closed one-half of the ports of the country, and cut off one-third of our population from all intercourse with the other two-thirds. Such a state of things did not, fortunately, seriously interfere with the prosperity of the people loyal to the Union. By singular coincidence the enlargement of the Erie Canal was completed the same year in which the rebellion broke out. At the same moment, almost, the great lines of railroad which serve as outlets from the interior, had put themselves in a condition to meet the enormous demands now made upon them. With the closing of the Mississippi, consequently, no inconvenience was really caused, as the artificial outlets from the interior were entirely adequate to the transportation of all its products, by much more expeditious, convenient, and what must in time prove, cheaper routes. The enterprise of our people had, when the South, imagining it held the natural channels of communication into the interior, sought to break up the Union, provided others so well adapted to the wants of commerce and trade, as to render it certain that they will hereafter take the preference, should the free navigation of all our rivers be fully restored. The Missis-

issippi has lost its former value, and the importance and advantage it secured to the South will, hereafter and forever, be transferred to the North.

The actual exhibition of our strength has been fully in keeping with what we have assumed in reference to its basis. One great feature of it is the independence of our people of all other nations. We need be indebted to but few for any of the necessities of life. We have imported such to very great extent, because we could not do everything at once, not because we had not the means and elements of producing then at home. High prices will instantly direct attention to the domestic manufacture of nearly everything appropriate to our soil and climate that we have been accustomed to import—such as iron, and the textile fabrics of all kinds except silks, and which must in the outset, be greatly raised in prices, and finally excluded by the joint operation of a high tariff, and manufactures stimulated by the low price of money at home. We are thus every day becoming less and less dependant upon others, without releasing them in any considerable degree from their dependence upon us. The first cry of the Western European nations is for cheap food. They are not likely to increase the cost of an indispensable article by impost duties, especially by differential duties against the United States. We have now the advantage over any other food producing nation, and this advantage is steadily becoming the more decided from the extension and improvement of our public works. No other grain producing country is rivalling, or hardly imitating us in this respect. The Great Eastern could regularly, and at all times of the year, obtain a full cargo at no other port in the world but New York. Here a full load is always in readiness for her, on board canal boats in the summer, and in our warehouses in the winter, which are kept constantly filled by the great lines of railroad terminations upon our harbor. Everything consequently tends to reduce the cost of transportation between the producer in this country and the consumer abroad, while such cost from other districts of production must remain, for a long time to come, very nearly stationary.

Of all this, the position, since the war broke out, of the commerce between the United States and other nations, is full proof. We have been able to keep foreign exchange largely in our favor, except when another element has been thrown in—the return of enormous amounts of securities formerly held abroad. The forced realization of these has compelled us to part with some specie; otherwise we should have constantly imported it. It is now the opinion of the best informed merchants in this city that the current must change, and specie flow to us from abroad before the close of the year. It certainly must, but for the disturbing cause stated. This cause will before long expend itself, and when such is the case, we cannot see how other nations can be in any other relation to us than debtors. We are daily becoming more and more self supporting, and they daily less so from the rapid increase of population upon a circumscribed area. Our strength is a natural one, but still no less calculated to excite surprise and admiration; and those who are most disposed to abuse and carp at us, could much better spend their time in inquiring into the real secret of our power, which every day is becoming more and more consolidated and formidable, because it rests upon natural advantages which are steadily becoming more decided in our favor.—*Hallett's Financial Circular.*

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida:					Chicago and Northwestern:					Galena and Chicago Union:				
Mortgage	\$300,000	7	1887		1st Mortgage (preferred)	1,250,000	7		94	1st Mortgage Coupon	1,971,000	7	'02-'03	106
Convert. (guar. by Dir.)	150,000	7	1863		1st Mortgage (general)	3,600,000	7		62	1st Mortgage (Extended)	22,000	7	1882	106
Alabama and Miss. Rivers:					Bonds issued for coupons of do.	756,000	7			2d Mortgage (S. F.) Coupon	1,411,000	7	1876	104
State (Ala.) Loan	123,171	7			2d Mortgage	2,000,000	6		27	*Great Western, Ill.:				
Mortgage	109,500	7			Appleton Extension Bonds	184,000	7			1st Mortgage Eastern Division	1,000,000	10		
Alabama and Tenn. Rivers:					Flag Trust Bonds	245,000	8			" Western "	1,350,000	7		
1st Mortgage convertible	833,000	7	1872		Cincinnati, Hamilton and Dayton:					Hannibal and St. Joseph:				
2d Mortgage	225,705	8	1864		1st Mortgage	394,000	7	1867	100	Missouri State Loan (1st Lien)	3,000,000	6		47
Albany, Vt. and Canada:					2d Mortgage	950,000	7	1880	100	Land Security	5,000,000	7	1881	28
1st Mortgage	500,000	7	1867		*Cincinnati, Wilm. and Zanesville:					Mortgage (convertible)	1,360,000	7	1883	
Albany and West Stockbridge:					1st Mortgage	1,300,000	7	1869		Mortgage (not convertible)	1,200,000	7	1889	
Albany City (S. F.)	1,000,000	6	'66-'76		2d Mortgage	574,000	7			Harrisburg and Lancaster:				
Androscooggin and Kennebec:					3d Mortgage	158,000	7			New Dollar Bonds	661,000	6	1883	93 1/2
Million Dollar Loan	468,600	6	'61-'64	70	Income	250,500	7			Hartford and New Haven:				
\$1,000,000 Loan	534,100	6	1890	79	Tunnel Right	1,000,000	7			1st Mortgage	927,000	6	1873	99
Stock, convert. (Coupon)	710,000	6	'63-'66		Cleveland and Mahoning:					Houston:				
Atlantic and Great Western:					1st Mortgage	850,000	7		90	1st Mortgage	170,000	6	1877	
Penn. Division, 1st Mortgage	2,500,000	7	1877	77	2d Mortgage	469,000	7			Houston and Texas Central:				
" " 1st Mortgage	4,000,000	7	1875	77	3d Mortgage	344,100	8			State (1st Lien) Loan	210,000			
N. York " 1st Mortgage	1,250,000	7	1879	80	Clev., Painesville and Ashtabula:					Mortgage	125,000	7	1866	
Atlantic and St. Lawrence:					1st Mortgage	564,000	7	1861	99	Hudson River:				
Dollar Bonds (Coupon)	988,000	6	1866		2d Mortgage	303,000	7	1862		1st Mortgage	4,000,000	7	'00-'70	112
Sterling Bonds (Coupon)	484,000	6	1878	97	3d Mort. (M. L.) or 2d Extension	500,000	7	1874		2d Mortgage	2,000,000	7	1860	103 1/2
City of Portland Loan (Coups.)	1,500,000	6	'68-'70		Special (Sunbury and Erie)	300,000	7	1880		3d Mortgage	1,840,000	7	1875	90 1/2
Baltimore and Ohio:					Convertible Scrip	300,000	7	1880		Convertible	1,002,000	7	1867	89
Maryland Sterling	3,000,000	5	1838		Cleveland and Pittsburgh:					Illinois Central:				
Mortgage Coupon	2,500,000	6	1885	96 1/2	1st Mortgage (Main Line)	800,000	7	1860	100	Optional Eight bonds	38,000	7	1868	
" " "	700,000	6	1880	99	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	91	Construction	10,798,500	7	1875	95
" " "	1,125,500	6	1875	100	3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	79	Construction	4,115,000	6	1875	95
" " "	1,000,000	6	1867	97	4th Mort. (M. L.) or 3d Extension	1,154,000	7		68 1/2	Eight per cent. bonds	326,000	8	1865	
Balt. City Loan	5,000,000	6	1890		Clev., Columbus and Cin.:					Indiana Central:				
Bellefontaine and Ind. (1 Jan. '60):					1st Mortgage, Coupon	509,000	7	'64-'90		1st Mortgage (convertible)	600,000	7	1866	
1st Mortgage convertible	791,000	7	1866	65	Cleveland and Toledo:					2d Mortgage	284,500	10		
2d Mortgage	157,000	7	1870		Junction 1st Mortgage 1st Div.	299,000	7	1867	65	Income	281,500	10		75
Belvidere Delaware:					Junction 1st Mortgage 2d Div.	219,000	7	1872	65	Indianapolis and Cincinnati:				
1st Mort. (guar. C. and A.)	1,000,000	6	1877		Junction 2d Mortgage	221,000	7	1862		1st Mortgage	500,000	7	1866	85
2d Mortgage (do.)	500,000	6	1885		Tol., Nor. and Clev. 1st Mort.	521,000	7	1863	75	2d Mortgage	400,000	7		85
3d Mortgage (do.)	581,000	6	1877		Tol., Nor. and Clev. 2d Mort.	293,200	7	1863	75	Real Estate Mortgage	200,000	7	1868	68
Black River and Utica:					Junction Income	27,500	7	1862		Ind., Pittsb. and Clev. (1 Jan. '60):				
1st Mortgage	370,000	7	1869		C. and T. Income Mortgage	104,400	7	1863	75	1st Mortgage	650,500	7	1870	
Boston Concord and Montreal:					C. and T. Income (convertible)	174,000	7	1864		2d Mortgage	314,000	7		
1st Mortgage	200,000	6	1870		C. and T. Income (convertible)	256,000	7	1864		Jeffersonville:				
2d Mortgage	500,000	7	1870	91 1/2	C. and T. Dividend (convert.)	161,495	7	1875	75	1st Mortgage	272,000	7	1861	75
3d Mortgage Coupons	150,000	6			C. and T. Income (convertible)	59,000	7	1870		2d Mortgage	392,000	7	1873	70
4th Mortgage Coupons	200,000	7			C. and T. (S. F.) Mortgage	1,545,000	7	1885	91 1/2	*Kennebec and Portland:				
Sinking Fund	200,000	6			Columbus and Xenia:					1st Mortgage (City and Town)	800,000	6	1870	
Boston and Lowell:					Dividend (due 1860, '61, '62, '68)	115,900		var.	93 1/2	2d Mortgage	230,000	6	1861	
Mortgage	440,000	6	1873		Connecticut River:					3d Mortgage	250,000	6	1862	
Buffalo, New York and Erie:					Mortgage	250,000	6	1878		*Kentucky Centr. (Cov. and Lex.)				
1st Mortgage coupon	2,000,000	7	1877	83 1/2	Connecticut and Passump. Rivers:					1st Mortgage	160,000	6		
2d Mortgage coupon	330,000	7			Cumberland Valley:					2d Mortgage	260,000	7		
Buffalo and State Line:					1st Mortgage	161,800	8			2d Mortgage (convertible)	1,000,000	7		
1st Mortgage	500,000	7	1866	106	2d Mortgage	109,500	8			3d Mortgage	600,000	7		
Income 1/2 in '59, 1/2 in '62	200,000	7	var.		Dayton and Michigan (1 Ap. '60):					Guaranteed by Covington	200,000	6		
Unsecured	200,000	7	1864		1st Mortgage	300,000	8			Cincinnati (exchanged)	100,000	6		
Special Erie and North-East	149,000	7			2d Mortgage	2,212,000	8			Keokuk, Ft. D. Moines and Minn.:				
Burlington and Missouri:					Dayton and Western:					City of Keokuk, 20 years	400,000	8 1/2		
1st Mort. on 1st Division	590,000				1st Mortgage	300,000	7		50	City of Keokuk, (special tax)	150,000	10 1/2		
Chico and Fulton (Mo.):					2d Mortgage		7		40	Lee County, 20 years	150,000	8		
State (Mo.) Loan	650,000	6	'78-'79		Delaware:					Keokuk, Mt. Pleasant and Muscat.				
Camden and Amboy:					1st Mortgage	500,000			80	Lee County	150,000	8		
Mortgage	387,000	6	1864	100	Guaranteed	65,000				City of Keokuk	200,000	8		
Mort. (chgd from Sterlg)	888,000	5	1864	100	State Loan	170,000				Henry and Louisa Company's	50,000	8		
Mortgage	800,000	6	1849		Delaware, Lackawanna and W'n:					Lehigh Valley:				
Mortgage	1,700,000	6	1875	84 1/2	1st Mortgage	900,000		1871	108	1st Mortgage	1,500,000	6	1870	108
Sterling (\$210,000)	1,008,000	5	1864		1st Mortgage (E. Extension)	1,499,000		1875	108	La Crosse and Milwaukee:				
Sterling (\$225,000)	1,090,000	6	1864		2d Mortgage	2,516,500		1881	105	1st Mortgage (Eastern Div.)	903,000	†		89
New Loan (iss'd \$337,000)	2,500,000	6	1887		Income (due 1862, '65 and '67)	14,101		var.	88	2d Mortgage (Eastern Div.)	1,000,000	†		
*Catawissa:					Detroit and Milwaukee:					1st Land Grant (Western Div.)	4,000,000	†		21 1/2
1st Mortgage	1,500,000	7	1865	32	1st Mortgage (convertible)	2,500,000	7	1875		2d Land Grant (Western Div.)	353,600	†		21
Cayuga and Susquehanna:					2d Mortgage	1,000,000	8	1866		3d Mortgage (whole road)	1,700,000	†		
1st Mortgage	300,000	7	1865		3d Mortgage (convertible)	750,000	10	1863		Farm Mortgage	1,087,700	†		
Central of Georgia:					4th Mortgage (G. W. R. R.)	500,000	8			Unsecured Bonds	1,785,000	†		
Mortgage	86,067	7	1863		Dubuque and Pacific:					Lexington and Frankfort:				
Central of New Jersey:					New Construction	800,000				Mortgage, due 1864, '69 and '74	130,000	6		
1st Mortgage	1,400,000	7	'65-'70	106	Dubuque Western:					Little Miami:				
2d Mortgage	600,000	7	1875	100	1st Mortgage	344,000	†			Mortgage (Coupon)	1,300,000	6	1883	80
Central Ohio:					Eastern (Mass.):					Long Island:				
1st Mortgage W. Div.	450,000	7	1861	81	Income (due \$75,000 annually)	275,000	6	var.	100 1/2	1st Mortgage	500,000	6	1870	92
1st Mortgage E. Div.	800,000	7	1864	80	2d Mortgage (convertible)	710,000	5	'62-'72	98	Extension Bonds	175,000	7	1890	82 1/2
2d Mortgage	800,000	7	1865	64	3d Mortgage (convertible)	450,000	6	1874	104	Long Dock Co.:				
3d Mortgage (S. F.)	950,000	7	1885		1st M. (State \$75,000 a y'r after '64)	500,000	5	var.		Mortgage Bonds	500,000	7	1882	
4th Mortgage (S. F.)	1,365,800	7	1876		East Tennessee and Georgia:					Mortgages on Land	473,500	7		
Charleston and Savannah:					State, 1st Mortgage	970,000				Louisville and Frankfort:				
1st Mortgage (endorsed)	510,000	6			Endorsed by State of Tennessee	150,000				Louisville Loan	174,000			
2d Mortgage	1,000,000	7			Mortgage (ordinary)	790,838				1st Mortgage	248,000			
Cheshire:					East Tennessee and Virginia:					Louisville and Nashville:				
Mort. (1860, '63, '75, and '77)	786,400	7	var.		State, 1st Lien	1,602,000				State (Tenn.), 1st Lien	300,000	6		
Chicago, Burlington & Quincy:					Endorsed by State of Tennessee	200,000				1st Mortgage	2,000,000	7		
Consolidated 1st Mort. (S. F.)	2,172,000	8	1883	108	1st Mortgage (after State)	100,000				Lebanon Branch 1st Mortgage	400,000	7	var.	
Consolidated 2d Mort. (S. F.)	813,000	8	1890	108	Redeemable in Stock	66,950				Memphis Branch 1st Mortgage	500,000	7	var.	
Chic. and Aur. 1st Mort.	399,000	7	1867		Eaton and Hamilton:					McMinnville and Manchester:				
Chic. and Aur. 2d M. (S. F.)	303,000	7	1869		1st Mortgage	757,734	†	var.		State (Tenn.)	372,000	6		
Cent. Mil. Tr. 1st Mort.	392,000	7	1864		Erie and North-East:					Mortgage	24,000	7		
Cent. M. T. 2d M. (Conv.)	245,000	8	1868		Exchanged for Buff. and St. L.	149,000				Mortgage	10,000	6		
Chicago, Alton and St. Louis:					Florida:					Madison and Indianapolis:				
1st Mortgage		†			Internal Improvement (State)	1,655,000	7	1891		Mortgage	600,000	7	1861	88
2d Mortgage		†			Free Land, 2d Mortgage	1,500,000	8	1891		Marietta and Cincinnati:				
3d Mortgage		†			Florida and Alabama:					Mortgage Bonds	235,789	7	1891	90
Chicago and Milwaukee:					Internal Improvement (State)		7	1891		Memphis and Charleston:				
1st Mortgage (convertible)	700,000	7	1874	70	Free Land, 2d Mortgage		8	1891		State Tenn. Loan	1,100,000	6	1880	
Real Estate	188,864	7	1888		Florida, Atlantic and Gulf Centr.:					1st Mortgage	1,600,000	7		
Chicago and Rock Island:					Internal Improvement (State)	300,000	7</							

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Memphis and Ohio:					N. York, Providence and Boston:					Racine and Mississippi:				
State (Tenn.) Loan.....	\$1,340,000	6	-----	-----	1st Mortgage.....	\$331,000	6	-----	-----	1st Mortgage (Eastern Division)	\$680,000	8	-----	-----
Michigan Central:					North Carolina:					1st Mortgage (Western Division)	757,000	8	-----	-----
1st Mortgage Sterling.....	467,489	6	1872	98½	State Loan.....	2,000,000	6	-----	-----	Raleigh and Gaston:				
1st Mortgage S. F. (convertible).....	500,000	8	1869	84	State Loan.....	1,000,000	6	-----	-----	Coupon.....	100,000	-----	1862	-----
1st Mortgage (convert.) Dollar.....	2,598,000	8	1869	107½	North-Eastern (S. C.):					Richmond and Danville:				
1st Mortgage (S. F.), convertible.....	4,434,000	8	1882	10½	1st Mortgage.....	700,000	-----	-----	-----	State (Va.) Loan (34 years).....	600,000	6	var.	-----
Mich. Southern and N. Indiana:					2d Mortgage.....	224,500	-----	-----	-----	Guaranteed by State.....	200,000	7	1875	-----
Michigan Southern, 1st.....	850,000	7	1860	100	Real Estate.....	35,910	-----	-----	-----	Mortgage (Coupon).....	250,000	7	1869	-----
Northern Indiana, 1st.....	904,000	7	1861	103	Northern Central:					Richmond, Fred. and Potomac:				
Erie and Kalamazoo.....	300,000	7	1862	-----	Balt. and Susq. R. R. (Coupons).....	150,000	6	1866	-----	Sterling (287,000).....	324,006	6	1860	-----
Michigan Southern, conv.....	44,000	7	1863	85½	Mt. State Loan (B. and Susq.).....	1,500,000	6	-----	-----	Richmond and Petersburg:				
Northern Indiana, conv.....	100,000	7	1863	81	York and Cumberland 1st Mort.....	175,000	6	1870	-----	Coupon.....	159,000	-----	1875	-----
Jackson Branch.....	128,000	7	1863	88	York and Cumberland 2d Mort.....	25,000	6	1871	-----	* Rutland and Burlington:				
Goshen Air Line.....	1,116,000	7	1868	101	Y. and C. guar. by Balt. 3d Mort.....	500,000	6	1877	-----	1st Mortgage.....	1,900,000	7	1863	33
Detroit and Toledo.....	684,000	7	1876	76	N. C. Contract 2d Mort.....	300,000	6	1875	-----	2d Mortgage.....	435,050	7	1863	-----
1st General Mortgage (S. F.).....	3,030,000	7	1885	99	Construction, 2d Mort.....	2,500,000	6	1885	86	3d Mortgage.....	435,050	7	1863	-----
2d General Mortgage.....	2,572,000	7	1877	81½	Northern (Ogdensburg):					Sacramento Valley:				
* Milwaukee and Beloit:					1st Mortgage.....	1,494,000	7½	1859	70	1st Mortgage.....	400,000	10	1875	-----
1st Mortgage.....	630,000	8	-----	-----	2d Mortgage.....	5,077,000	7½	1861	8	2d Mortgage.....	329,000	10	1881	-----
Milwaukee and Chicago:					North Missouri:					Sandusky, Dayton and Cincinnati:				
1st Mortgage.....	400,000	8	-----	-----	State Loan (30 years).....	4,350,000	6	-----	-----	Mortgage.....	125,000	10	1856	-----
2d Mortgage.....	200,000	7	-----	-----	North Pennsylvania:					Mortgage.....	1,097,000	7	1866	-----
* Milwaukee and Horicon:					Mortgage.....	2,500,000	6	1875	71	Mortgage.....	1,000,000	7	1875	-----
1st Mortgage.....	420,000	8	-----	-----	Chattell Mortgage.....	360,000	10	1883	98	Sandusky, Mansfield and Newark:				
2d Mortgage.....	600,000	8	-----	-----	Northern (N. H.):					1st Mortgage.....	1,290,000	7	1866	-----
Milwaukee and Prairie du Chien:					Mortgage (due 1860, '64 and '74).....	219,500	-----	var.	-----	Saratoga and Whitehall:				
1st Mortgage (Coupon).....	2,526,000	7	1891	94	Norwich and Worcester:					1st Mortgage.....	250,000	7½	1858	-----
1st Preferred stock.....	1,060,000	-----	-----	88½	Mass. State Loan.....	400,000	6	1877	-----	1st Mortgage (R. and W. Br.).....	100,000	7½	1856	-----
2d Preferred stock.....	1,020,000	-----	-----	66	Mortgage.....	205,800	6	1860	-----	Seaboard and Roanoke:				
Mississippi Central:					Ohio and Mississippi (O. and Ind.):					1st Mortgage.....	300,000	7	1860	-----
1st Mortgage.....	1,007,363	7	-----	-----	1st Mortgage.....	2,193,500	7	1858	-----	3d Mortgage.....	75,000	7	1870	-----
Mississippi Central and Tenn.:					2d Mortgage.....	316,995	7	-----	-----	Dividend Bonds.....	60,000	7	1856	-----
State (Tenn.) Loan.....	529,000	6	-----	-----	Construction.....	4,637,920	7	1858	17	South Carolina:				
Mississippi and Missouri:					Income.....	3,561,185	7	1858	-----	State Loan.....	187,000	5	1868	-----
1st Mortgage (convertible).....	1,000,000	7	-----	-----	Orange and Alexandria:					Sterling.....	185,353	6	1863	-----
2d Mortgage (S. F.).....	400,000	8	-----	-----	1st Mortgage.....	400,000	6	1866	-----	Sterling.....	2,000,000	5	1866	-----
Oskaloosa Division.....	1,425,000	7	-----	-----	2d Mortgage or 1st Extension.....	1,200,000	6	1875	-----	Southern Mississippi:				
Land Grant.....	7,000,000	7	-----	-----	2d Extension.....	600,000	8	1873	-----	1st Mortgage.....	500,000	-----	-----	-----
Mississippi and Tennessee:					Pacific (Mo.):					South Western (Ga.):				
Tennessee State Loan.....	98,000	6	1885	-----	State (Mo.) Loan.....	7,000,000	6	-----	-----	1st Mortgage.....	631,000	-----	1875	-----
Mississippi State Loan.....	202,799	6	-----	-----	State Loan (S. W. Branch).....	2,800,000	6	-----	-----	* Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage.....	171,000	7	1876	-----	Construction.....	4,500,000	6	-----	-----	1st Mortgage.....	500,000	-----	-----	-----
Mobile and Ohio:					Panama:					2d Mortgage.....	450,000	-----	-----	-----
City (Mobile) Tax Loan.....	400,000	6	-----	-----	1st Mortgage Sterling.....	1,250,000	7	1865	100	* Steubenville and Ind. (P. C. and C.):				
Tennessee State Loan.....	674,860	6	-----	-----	2d Mortgage Sterling.....	1,150,000	7	1872	-----	1st Mortgage.....	1,500,000	7	1870	-----
Alabama State Loan.....	389,410	6	-----	-----	Pennsylvania:					2d Mortgage.....	900,000	7	1865	-----
Income.....	1,508,070	6	'61-'67	-----	1st Mortgage.....	4,990,000	6	1880	103	* St. Louis, Alton and Chicago:				
Mississippi State Loan.....	200,970	6	1883	-----	2d Mortgage.....	2,421,000	6	1875	100	1st Mortgage.....	2,000,000	7½	-----	-----
Montgomery and West Point:					2d Mortgage Sterling.....	2,126,400	6	1875	-----	2d Mortgage.....	1,535,000	7½	-----	-----
Alabama State Loan.....	122,622	6	var.	-----	State Works Bonds.....	7,100,000	5	-----	85½	3d Mortgage (Income).....	1,000,000	10½	-----	-----
Mortgage (due 1860, '63 and '65).....	350,000	6	var.	-----	Pennsylvania Coal Company:					St. Louis and Iron Mountain:				
Mortgage.....	450,000	8	1866	-----	1st Mortgage.....	600,000	7	1861	-----	State (Mo.) Aid.....	3,501,000	-----	-----	-----
Morris Canal and Banking Co.:					Penobscot and Kennebec:					St. Louis City Subscription.....	500,000	-----	-----	-----
Mortgage Bonds.....	655,250	6	1876	99	Bangor City 1st Mort. (Coupon).....	780,000	6	'74-'75	-----	St. Louis County Subscription.....	1,000,000	-----	-----	-----
Preferred Stock.....	1,175,000	10	-----	120	2d Mortgage (Coupon).....	268,800	6	1876	-----	Sunbury and Erie:				
Muskegon:					3d Mortgage (Coupon).....	156,600	6	1871	-----	1st Mort. (Sunbury to W. Mass'ty)	1,000,000	7	1877	96
1st Mortgage.....	249,000	7	-----	-----	Peoria and Oquawka:					Mortgage (half to State).....	7,000,000	5	'75-'78	-----
Nashville and Chattanooga:					1st Mortg. (W. Ext.) convertible.....	500,000	8	1862	-----	Syracuse, Binghamton and N. Y.:				
Mortgage (State endorsed).....	1,500,000	-----	-----	-----	1st Mortg. (E. Ext.) convertible.....	500,000	8	1873	-----	1st Mortgage Coupon.....	1,400,000	7	1876	-----
Chat. and Clev. Subco. (endors.).....	231,000	-----	-----	-----	Petersburg:					1st Mortgage (convertible).....	1,000,000	7½	'62-'72	106
* New Albany and Salem:					Mortgage (due 1863 to 1872).....	103,000	7	var.	-----	2d Mortgage (convertible).....	2,000,000	7½	'68-'70	80
Crawfordsville.....	175,000	7	-----	-----	Petersburg and Lynchburg (S. Side):					Tennessee and Alabama:				
1st Mortgage.....	500,000	10	-----	-----	State (Va.) Loan (S. F.).....	800,000	7	-----	-----	State (Tenn.) Loan.....	814,000	-----	-----	-----
1st Mortgage.....	2,235,000	6	-----	-----	1st Mortgage (1859-'70-'75).....	365,000	6	var.	-----	Terre Haute and Richmond:				
N. Hav., N. Lond. and Stonington:					2d Mortgage (1862-'70-'72).....	378,000	6	var.	-----	1st Mortgage (convertible).....	230,000	7	1866	-----
Mortgage.....	450,000	7	-----	-----	Special Mortgage (1865-'68).....	175,000	6	var.	-----	Toledo and Wabash:				
Mortgage.....	200,000	6	-----	-----	Last Mortgage (1861 to 1869).....	133,500	8	var.	-----	1st M. (Toledo and Wabash).....	900,000	7	1865	90½
Extension.....	100,000	10	-----	-----	Phila. Germantown and Norristown:					1st M. (L. E. Wab. and St. Louis).....	2,500,000	7	1866	90½
New Haven and Northampton:					Consolidated Loan.....	274,800	-----	-----	-----	2d M. (Toledo and Wabash).....	1,000,000	7	1869	62
1st Mortgage.....	500,000	-----	1869	-----	Loan of 1842.....	100,000	-----	-----	-----	2d M. (Wabash and Western).....	1,500,000	7	1890	62
New Jersey:					Philadelphia and Reading:					* Vermont Central:				
Company's (various).....	711,000	-----	var.	102½	Bonds of 1836 (unconvertible).....	408,000	5	1867	-----	1st Mortgage Coupon.....	2,000,000	7	1861	15
New London Northern:					" 1836, ".....	192,000	5	1880	99	2d Mortgage Coupon.....	1,135,000	7	1867	1½
1st Mortgage.....	85,000	7	-----	100	" 1849, ".....	3,103,600	6	1870	97	Virginia Central:				
N. Orleans, Jackson and Gt. North:					" 1861, ".....	436,000	6	1871	-----	Mort., guaranteed by State of Va.	100,000	6	1880	85
State (Miss.) Loan.....	255,000	5	'63-'48	-----	" 1843, ".....	1,548,300	6	1880	99	Mortgage (coupons).....	198,000	6	1872	82½
1st Mortgage Coupon.....	2,665,000	8	1886	-----	" 1844, (convertible).....	863,000	6	1880	100½	Mortgage (coupons).....	926,000	6	1884	-----
N. Orleans, Opelousa, and Gt. West:					" 1848, ".....	124,000	6	1880	99	Virginia and Tennessee:				
Louisiana State Loan.....	641,000	6	-----	-----	" 1849, ".....	83,000	6	1880	102	State (Va.) Loan.....	1,000,000	6	1887	-----
New Orleans City Subscription	1,500,000	5	-----	-----	" 1857, ".....	3,586,500	6	1886	85	1st Mortgage.....	500,000	6	1872	83
1st Mortgage (S. F.).....	666,000	8	1889	-----	" 1856, ".....	1,475,000	7	1886	89½	2d or Enlarged Mortgage.....	1,000,000	6	1884	81
New York Central:					Bonds and Mortgage—real estate	592,200	-----	-----	-----	Salt Works Br. Mort. due '58-'61	203,000	6	var.	-----
Premium (S. F.) Bonds.....	7,552,000	6	1883	102	Preferred Stock.....	1,551,800	-----	-----	-----	Warren (N. J.):				
Funding (S. F.) Bonds.....	1,553,000	7	1876	107½	Phila., Wilmington and Baltimore:					1st Mortgage.....	568,500	7	1875	-----
Stock Exchange (S. F.) Bonds.....	680,000	6	1883	102	Mortgage Loan.....	2,300,000	6	1884	99½	Warwick Valley, N. Y.:				
Real Estate (S. F.) Bonds.....	166,000	6	1883	102	Improvement.....	119,000	6	1863	-----	1st Mortgage.....	60,000	7	1880	87½
Real Estate Bonds.....	301,952	7	-----	-----	Pittsburg and Connellsville:					2d Mortgage.....	25,000	7	1871	70
Bonds of June, 1854.....	3,000,000	7	1864	103	City of Pittsburg Bonds.....	500,000	-----	-----	-----	Watertown and Rome:				
Convertible Bonds.....	970,000	7	1876	109	Alleghany Co. ".....	750,000	-----	-----	-----	Mortgage (new bonds).....	800,000	7	1880	-----
B. and N. F. R. R. (S. F.) Bonds	82,500	6	1883	102	Connellsville ".....	100,000	-----	-----	-----	Western (Mass.):				
New York and Erie:					McKeesport ".....	100,000	-----	-----	-----	Sterling (£899,900).....	4,319,520	5	'68-'71	-----
1st Mortgage.....	3,000,000	7	1867	107	Baltimore City ".....	94,000	-----	-----	-----	Dollar Bonds.....	802,000	6	1875	-----
2d Mortgage.....	4,000,000	7	1864	105	Baltimore City Stock.....	906,000	-----	-----	-----	Albany City Bonds.....	1,000,000	6	'66-'70	-----
3d Mortgage.....	6,000,000	7	1883	98½	1st Mortgage (Turtle Cr. Div.).....	400,000	6	1889	-----	Hudson and Boston R. R. Loan.....	150,000	6	-----	-----
4th Mortgage.....	4,900,000	7	1880	90	Pittsb'g, Ft. Wayne and Chicago:					Williamsport and Elmira:				
5th Mortgage.....	1,792,500	7	1883	82	2d Mortgage.....	5,250,000	7	1911	91½	1st Mortgage.....	1,000,000	7		

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.]

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.		Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.							
																				No.	No.		
30 Jun. '60	65.0			50.6				Alabama and Florida	1,451,336				877,953	503,500	105,255	1,515,704	54.0		101,102	37,896			
28 Feb. '59	30.3			58.1	2	2	19	Alabama and Mississippi	461,505		30,991		335,010	109,500	21,632	518,965	30.3		55,791	31,852			
31 May '60	109.6			57.8	11	9	102	Ala. and Tennessee Rivers	2,261,927	184,506		1,067,006	777,777	240,485	2,476,023	109.6		207,620	111,232				
30 Jun. '59	57.0			171.3				Mobile and Girard	1,500,000								57.0	236,791	76,773	21,006			
1 Apr. '61				67.2	1	2	10	Mobile and Great Northern	590,216				600,431			600,431							
1 May, '61	469.3	13.5		49.4	40	28	502	Mobile and Ohio	12,000,000										1,402,858	695,370			
29 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,388,718	427,265	100,000	1,419,769	922,622	23,579	2,582,506	116.9		505,156	260,269	6			
1 May, '61				209.6				North East and South West															
				301.4				Arkansas															
30 Nov. '58	38.5			107.5				Calro and Fulton	553,877				351,524	446,000	10,725	811,949							
30 Dec. '60	22.5							Memphis and Little Rock															
								California	1,493,850				793,550	700,000		1,493,850	22.5		230,251	104,594			
								Connecticut															
31 July '60	23.8		2.8		4	4	43	Danbury and Norwalk	343,103	159,373		307,010	96,500				23.8	45,543	77,028	34,866	16		
31 Jun. '61	122.4		15.0	75.1	16	20	241	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,323,922	122.4		252,906	359,147	149,477			
31 Aug. '61	61.4	1.6	64.5		18	21	302	Hartford and New Haven	3,207,396	254,000	102,888	2,350,000	927,000	13,356	3,950,807	73.0		323,491	712,876	354,136	14	142	
31 Dec. '60	74.0				11	11	240	Housatonic	2,439,775		6,247	2,000,000	197,000	52,461	2,585,534	120.0		213,253	319,106	77,083			
31 Dec. '60	57.0		1.3		7	11	179	Naugatuck	1,381,800			1,031,800	289,750	21,408	1,342,958	57.0		137,813	263,209	94,501	8		
31 Dec. '60	62.0		2.6		6	12	29	N. Haven, N. London and Ston.	1,454,040			738,538	750,000	156,429	1,644,967	62.0		127,390	135,072				
31 Dec. '60	46.0	8.9	4.9					New Haven and Northampton	1,400,000			922,500	500,000		1,422,500	55.2		120,671	149,317	149,317	5		
31 Dec. '61	66.0		5.2		7	7	111	New London Northern	686,074			602,138	61,300	24,901	688,562	66.0		145,762	116,897	102,722	2		
31 Mar. '62	61.3	1.0	63.8		32	74	368	New York and New Haven	4,643,649	710,403		3,000,000	1,890,000		5,626,549	117.4		439,850	808,060	301,979			
30 Nov. '61	59.4	7.0	8.5		14	17	282	Norwich and Worcester	2,613,694		200,000	2,122,500	809,300	62,477		66.4		288,512	108,628		43		
								Delaware															
31 Oct. '61	84.3		10.7					Delaware	1,552,257			406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466				
31 Oct. '61	16.2							Newcastle and Frenchtown	704,860		43,525	744,520		5,024	749,544	5.0		22,308	7,915	64			
								Florida															
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama	682,791	30,586		191,455	196,000	75,894	619,112	32.0		7,557	3,535				
30 Apr. '62	59.9		6.0					Flo., Atlantic and Gulf Central															
30 Apr. '62	100.0	3.9	10.0	153.5				Pensacola and Georgia									29.4						
								Georgia															
30 Jun. '60	86.7				16	7	124	Atlanta and West Point	1,192,389			1,250,000	126,000		1,597,385	86.7		418,036	265,827	8	12		
30 Apr. '62	92.6		8.7	70.9				Atlanta and Gulf-M. Trunk								30.0							
31 Dec. '60	53.0							Augusta and Savannah	1,032,200			733,700	129,500			53.0		168,988	95,612				
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000			151,887				31.0							
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,800			4,366,800			6,590,173	229.0		879,468	1,715,025	764,574	10		
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,123,343	232.0		1,159,188	528,043	8	10		
30 Nov. '60	102.5				19	16	171	Macon and Western	1,500,000			1,500,000				12.295		1,668,976	102.5	226,241	404,618	212,676	
31 July '59	60.0				7	2	107	Macon and Western	774,244	162,534		669,950	249,000		1,026,865	60.0							
1 May '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6							
31 July '60	106.1	100.8	16.2		18	22	201	South Western	3,770,425			2,921,900	396,500	19,913	3,822,913	228.8							
30 Sep. '59	139.0				52	24	705	Western and Atlantic	5,901,497			built and owned by State				138.0			832,343	454,541			
								Illinois															
31 Dec. '61	220.0				50	30	763	Chicago, Alton and St. Louis	10,000,000			8,500,000	4,500,000		10,000,000	220.0		1,098,465	452,693	4			
30 Apr. '61	138.0				62	31	990	Chic., Burlington and Quincy	6,062,928	1,405,998	2,726,930	4,689,340	3,814,516		10,195,257	168.0		1,514,478	242,564				
31 Dec. '58	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,869	120,000	988,000	762,865	188,095	2,050,065	45.0		14 mo.	243,282	135,284			
1 Apr. '62	242.0				29.0	36	233	Chicago and Northwestern	11,135,666	456,637		2,955,936	8,065,000	264,676	11,817,527	213.0			849,719	414,825			
31 Mar. '62	181.8				59	57	960	Chicago and Rock Island	7,023,986		40,469	5,603,000	1,397,000		7,545,220	223.4		765,949	1,054,704	415,971	3		
10 Nov. '58	53.2							Fox River Valley	590,000			590,000				53.2							
31 Dec. '61	121.0	138.5	74.5		66	63	1,269	Galena and Chicago Union	8,069,729	1,311,917		6,028,400	3,414,702		10,502,318	261.3		1,123,454	1,720,396	811,156			
31 May '61	175.0				112	94	2,347	Great Western	5,022,926			1,600,000	2,391,000		6,600,000	175.0			485,943	181,529			
31 Dec. '61	464.8	262.5						Illinois Central	27,492,988			15,829,095	15,277,500	172,929	33,504,024	708.3		2,458,023	2,965,768	1,150,903			
					81.5			Illinois River															
								Ohio and Mississippi	4,970,586			1,789,295	3,292,403			148.0							
								Peoria and Bureau Valley					600,000			oper	by Chic.	& R. Is.	125,000				
								Peoria and Hannibal															
								Peoria and Oquawka	5,400,000			1,569,835	2,200,000			186.0							
31 Dec. '58	100.0							Quincy and Chicago	1,978,555			800,000	1,200,000		2,000,000	100.0		oper	by Chic.	Bur. & Quincy.			
								Rock Island Bridge								oper	by Chic.	& R. Is.					
31 Dec. '58	169.5	39.8	12.2		31	30	424	Terre Haute, Alton & St. Louis	7,908,958	628,457		3,026,903	5,035,615	741,040	8,865,262	208.3							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (.....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2d Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.				Gross.	Net.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	P. c.	P. c.	
31 May, '59	36.5	-----	-----	-----	4	4	21	MAINE.	757,381	*	-----	151,833	444,638	100,910	757,381	36.5	-----	-----	40,155	24,676	-----	-----
31 May, '61	55.0	-----	-----	-----	9	10	128	Androscoggin and Kennebec	2,210,947	*	21,295	457,900	1,748,857	138,817	2,346,574	137.0	-----	-----	318,506	94,088	-----	-----
31 Dec, '60	149.0	25.0	-----	-----	41	17	349	Atlantic and St. Lawrence	6,785,205	807,734	-----	2,494,900	3,472,000	7,000	7,982,476	149.0	-----	-----	707,144	177,318	6	78
30 Jun, '60	12.5	2.0	-----	-----	4	3	45	Bangor, Oldtown and Milford	244,726	-----	-----	135,000	-----	40,576	244,726	12.5	-----	-----	80,830	Loss	-----	-----
30 Sep, '61	63.0	9.5	8.0	-----	12	11	120	Kennebec and Portland	2,871,264	-----	-----	1,287,779	1,280,000	271,143	2,990,998	109.5	139,983	172,113	91,487	-----	-----	
31 Dec, '60	-----	-----	-----	14.0	-----	-----	-----	Penobscot	328,412	-----	-----	180,497	300,000	75,000	-----	-----	-----	-----	-----	-----	-----	
31 May, '61	54.7	-----	-----	-----	4	10	93	Penobscot and Kennebec	1,613,473	104,019	78,014	557,779	1,105,400	95,968	1,859,147	64.7	oper. by	An. & K.	70,568	-----	-----	
31 May, '61	51.3	-----	-----	-----	11	13	118	Portland, Saco and Portsmouth	1,494,792	-----	5,208	1,600,000	-----	-----	1,600,000	51.3	169,475	245,348	115,732	6	104	
31 May, '60	37.0	-----	-----	-----	-----	-----	-----	Somerset and Kennebec	783,763	-----	-----	169,200	556,000	-----	37.0	-----	-----	55,408	28,404	-----	-----	
31 May, '61	18.5	-----	-----	33.5	-----	-----	-----	York and Cumberland	1,090,000	-----	-----	370,000	450,000	270,000	1,090,000	18.5	-----	28,396	-----	-----	-----	
30 Sep, '60	279.6	7.2	-----	-----	235	124	3,272	MARYLAND.	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	-----	3,922,203	2,805,788	6	63	
30 Sep, '60	30.0	-----	-----	-----	7	33	167	Washington Branch	1,650,000	-----	-----	1,650,000	-----	1,824,806	39.0	187,427	462,880	290,840	9	100		
31 Dec, '61	138.0	4.0	16.4	-----	41	30	1,410	Northern Central	7,582,721	666,010	224,798	2,360,000	5,150,000	498,028	9,308,402	155.0	744,961	1,417,977	730,146	1	26	
30 Nov, '61	21.2	2.0	-----	-----	6	4	80	MASSACHUSETTS.	500,500	100,000	-----	600,000	-----	601,360	oper. rat. by	Housat.	42,000	7	84			
30 Nov, '61	28.7	1.8	43.4	-----	21	26	566	Boston and Lowell	2,428,592	-----	-----	1,830,000	440,000	22,382	57.7	449,051	128,733	7	94			
31 May, '61	74.3	8.8	49.7	-----	32	54	608	Boston and Maine	4,300,849	465,758	-----	4,076,974	-----	86,655	118.3	776,065	815,071	61	111			
30 Nov, '61	44.0	7.0	32.5	-----	22	27	210	Boston and Providence	3,057,900	102,100	-----	3,160,000	132,720	-----	61.8	588,871	272,429	8	115			
30 Nov, '61	47.8	24.0	60.1	-----	30	59	295	Boston and Worcester	4,301,025	437,416	100,000	4,500,000	-----	126,104	83.6	928,932	408,594	8	120			
30 Nov, '61	46.0	1.1	2.7	-----	7	10	109	Cape Cod Branch	907,761	123,864	-----	681,689	163,400	-----	47.2	95,871	34,072	26	26			
30 Nov, '61	50.0	2.8	8.8	-----	12	13	131	Connecticut River	1,614,386	187,558	-----	1,591,100	300,000	-----	52.3	250,836	122,956	6	91			
30 Nov, '61	44.2	36.4	25.3	-----	28	47	429	Eastern	3,985,654	315,165	264,102	2,853,400	1,885,000	34,000	4,908,882	120.7	432,100	505,939	246,402	4	64	
30 Nov, '61	19.9	1.3	3.8	-----	29	38	658	Essex	742,592	4,416	-----	299,107	280,261	197,428	776,706	19.9	56,090	10,188	6	97		
30 Nov, '61	50.9	80.9	73.5	-----	29	28	365	Fitchburg	3,189,851	350,149	-----	3,540,000	-----	-----	71.6	545,168	217,054	6	106			
30 Nov, '61	14.0	2.4	2.4	-----	3	3	37	Fitchburg and Worcester	293,658	40,226	-----	217,825	55,450	5,900	338,884	26.4	35,820	7,863	6	97		
30 Nov, '61	25.0	-----	-----	-----	-----	-----	-----	Hampshire and Hampden	596,651	-----	-----	292,950	303,014	97,708	oper. by N. H. & N. Y.	-----	-----	-----	-----	-----		
30 Nov, '61	12.3	2.5	-----	-----	2	3	27	Lowell and Lawrence	332,983	30,275	-----	200,000	75,000	15,655	oper. by B. & M.	204,374	48,542	8	110			
30 Nov, '61	14.5	17.2	-----	-----	12	12	324	Nashua and Lowell	558,920	95,683	-----	600,000	-----	608,563	27.7	20,374	24,907	2	58			
30 Nov, '61	20.1	1.5	1.0	-----	7	16	146	New Bedford and Taunton	553,014	-----	-----	500,000	213,000	108,500	21.6	123,016	-----	-----	-----			
30 Nov, '61	27.0	2.4	-----	-----	-----	-----	-----	Newburyport	597,386	-----	-----	220,340	234,900	140,902	-----	-----	-----	-----	-----			
30 Nov, '61	21.5	0.3	11.6	-----	27	46	358	N. York and Boston Air Line	744,130	*	-----	283,037	459,693	133,585	87.3	18,291	505,320	219,608	6	107		
30 Nov, '61	79.5	7.7	26.5	-----	1	2	1	Old Colony and Fall River	3,434,164	11,247	-----	3,015,100	81,000	121,778	oper. by B. & M.	36,538	19,080	6	107			
30 Nov, '61	18.6	0.7	-----	-----	12	18	308	Pittsfield and North Adams	432,430	255,521	39,800	1,600,000	147,000	44.4	oper. by B. & M.	308,228	189,447	8	107			
30 Nov, '61	43.4	1.0	14.9	-----	3	3	3	Providence and Worcester	1,442,470	82,543	-----	245,305	226,900	270	11.5	60,155	-----	-----	-----			
30 Nov, '61	16.9	1.7	-----	-----	2	7	17	Salem and Lowell	381,470	39,426	-----	259,685	150,000	2,768	oper. by Ho.	129,091	31,409	7	100			
30 Nov, '61	11.6	0.4	-----	-----	7	18	144	South Shore	462,167	485,700	-----	445,700	260,000	11.7	oper. by T.	200,648	95,739	13	40			
30 Nov, '61	21.9	1.1	-----	-----	11	8	192	Stockbridge and Pittsfield	448,700	-----	-----	2,214,225	991,125	75,854	14,242,462	27.0	1,894,568	812,997	8	231		
30 Nov, '61	6.1	0.8	1.1	-----	72	59	1,183	Taunton Branch	250,000	-----	-----	5,150,000	6,971,520	75,854	14,242,462	45.7	195,609	83,188	5.3	65		
30 Nov, '61	69.0	8.0	6.5	-----	10	8	149	Troy and Greenfield	3,208,415	-----	-----	2,214,225	991,125	75,854	14,242,462	45.7	195,609	83,188	5.3	65		
30 Nov, '61	156.0	17.3	118.1	-----	72	59	1,183	Vermont and Massachusetts	11,135,152	-----	-----	5,150,000	6,971,520	75,854	14,242,462	45.7	195,609	83,188	5.3	65		
30 Nov, '61	45.7	9.2	-----	-----	10	8	149	Western (incl. Alb. & W. S. etc.)	1,278,898	-----	-----	1,141,000	150,000	812	-----	-----	-----	-----	-----			
30 Nov, '61	45.7	9.2	-----	-----	10	8	149	Worcester and Nashua	1,278,898	-----	-----	1,141,000	150,000	812	-----	-----	-----	-----	-----			
1 Jan, '59	17.3	-----	-----	-----	2	1	100	MICHIGAN.	8,270,623	647,596	-----	2,950,000	4,250,000	9,008,369	188.0	-----	365,038	144,270	-----	-----		
30 Sep, '59	67.0	-----	-----	-----	-----	-----	-----	Bay de Noquet and Marquette	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
30 Sep, '60	138.0	-----	-----	-----	-----	-----	-----	Chic. Detroit & Can. G. T. Junc.	8,270,623	647,596	-----	2,950,000	4,250,000	9,008,369	188.0	-----	365,038	144,270	-----	-----		
30 Sep, '60	138.0	-----	-----	-----	-----	-----	-----	Detroit and Milwaukee	8,270,623	647,596	-----	2,950,000	4,250,000	9,008,369	188.0	-----	365,038	144,270	-----	-----		
30 Sep, '60	138.0	-----	-----	-----	-----	-----	-----	Grand Rapids and Indiana	8,270,623	647,596	-----	2,950,000	4,250,000	9,008,369	188.0	-----	365,038	144,270	-----	-----		
31 May, '62	284.8	23.4	-----	-----	98	85	2,569	First and Pere Marquette	12,487,239	1,122,764	6,057,710	7,999,489	-----	14,371,173	329.3	1,338,658	2,261,241	1,212,083	3	60		
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Michigan Central	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,087	18,988,596	527.0	1,776,728	2,250,518	1,137,548	23	23	
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Mich. S'th'n & N'th'n Indiana	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,087	18,988,596	527.0	1,776,728	2,250,518	1,137,548	23	23	
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Pori Huron and Milwaukee	13,616,401	1,644,259	2,404,151	9,018,200	9,750,707	219,087	18,988,596	527.0	1,776,728	2,250,518	1,137,548	23	23	
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	MINNESOTA.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Minneapolis and Pacific	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Southern Minnesota	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Minneapolis and Cedar Rapids	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Minnesota Transit	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar, '62	246.0	251.0	-----	-----	83	104	985	Root River Valley	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
30 Apr, '60	236.0	-----	-----	-----	25	22	336	MISSISSIPPI.	4,966,022	756,292	-----	2,000,961	2,554,732	895,992	6,331,899	236.0	-----	584,342	328,092	-----	-----	
31 Oct, '59	71.4	-----	-----	-----	27.8	7	41	Mississippi Central	1,254,894	159,018	-----	798,285	456,949	275,060	1,974,444	59.7	-----	176,462	116,432	-----	-----	
31 Dec, '58	83.2	-----	-----	-----	60.4	-----	-----	Mississippi and Tennessee	2,750,000	-----	-----	1,000,000	1,400,000	-----	83.2	-----	250,047	121,659	-----	-----		
30 Nov, '61	37.0	-----	-----	-----	51.0	-----	-----	MISSOURI.	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Aug, '60	206.8	-----	-----	-----	-----	-----	-----	Cairo and Fulton	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----		
31 Mar, '62	168.8	16.8	68.0	25	20	335	20	Hannibal and St. Joseph	12,264,134	504,058	-----	1,782,886	10,571,000	156,643	12,510,529	206.8	14 mo's	961,856	487,333	48	48	
28 Feb, '61	189.0	-----	-----	-----	93.0	28																

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.						Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.	Dividends.			
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.			
NEW YORK.																							
30 Sep. '60				140.0	5	12	53	Albany and Susquehanna	548,221			507,957		46,139	554,096	oper.	r. by Re	na. & S	arat.				
30 Sep. '60	32.9		3.3					Albany and Vermont	1,557,502	136,038		439,959	1,575,099	50,000	2,389,559	oper.	r. by W	estern.		6			
30 Sep. '60	38.3		44.0					Albany and West Stockbridge	2,389,559			1,000,000	1,389,559		2,389,559	oper.	r. by W	estern.		100			
30 Sep. '60	34.9		2.6	73.6	4	6	39	Black River and Utica	1,556,269	81,445		822,371	745,500	7,121	1,574,992	34.9	40,670	72,458	36,609				
30 Sep. '60	14.8		1.6					Bloomsburg and Corning	496,661			250,000	220,000		470,000	14.8	22,712	34,310	19,886				
30 Sep. '60	14.5		7.0					Brooklyn Central and Jamaica	546,372	40,247		448,750	85,000	42,102	575,852	14.5	325,499	68,676	28,168	34			
30 Sep. '60	24.7	0.9	23.4	5.5	158			Brooklyn City	926,356	335,870		1,000,000		130,000	1,130,240	24.7	2,904,887	520,855	110,896	8			
30 Sep. '61	142.0		14.9	18.5	28	32	402	Buffalo, New York and Erie	3,165,147		208,817	860,000	2,412,534	212,072	3,633,579	176.0	483,412	693,845	187,704				
30 Sep. '60	68.3		14.0		28	34	327	Buffalo and State Line	2,267,158	521,126		1,960,950	1,049,000	27,548	3,027,496	87.8	317,850	911,020	495,047	10			
30 Sep. '60	34.6		38.1					Cayuga and Susquehanna	719,050			343,500	300,000	75,560	719,050	39.6	61,430	57,649	10,427				
30 Sep. '60	17.4		2.1					Chemung	400,000			380,000	70,000		450,000	oper.	r. by Er	ie.	24,000	6			
30 Sep. '60	46.8		3.0		10	8	83	Elmira, Jefferson & Canand.	600,000			500,000			500,000	oper.	r. by Er	ie.	30,000	6			
30 Sep. '60	17.3		115.1					Hudson and Boston (West'n)	175,000			175,000			175,000	17.3	46,981			6			
30 Sep. '60	144.0		2.5	10.8	58	107	554	Hudson River	10,618,073	1,182,372		3,758,466	9,107,000	182,106	15,000	967,065	2,047,145	778,121		44			
30 Sep. '60	84.0	2.5	10.8		17	40	126	Long Island	2,077,132	489,138		1,852,716	755,998	12,283	2,620,997	101.5	258,763	343,021	119,454	16			
30 Sep. '61	297.8	258.1	313.8		211	237	3	New York Central	26,267,149	5,257,077	921,131	24,000,000	14,613,005	209,356	41,045,289	654.9	7,309,042	2,601,063		6			
30 Sep. '60	446.0	19.0	282.5		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	25,326,505	2,074,795	38,401,300	495.0	3,019,000	5,180,321	1,827,406	34			
30 Sep. '60	138.0	2.1	29.6		33	93	7	New York and Harlem	8,022,786			5,717,190	6,055,752		152.9	1,142,851	438,716		14				
30 Sep. '60	90.0		2.1		2	8	8	New York and Flushing	244,412	34,756		120,000	135,000	6,000	281,000	8.0	40,880	36,352	26,346				
30 Sep. '61	99.0							Niagara Bridge and Canand.	1,000,000			1,000,000			1,000,000	oper.	r. by Ce	ntrol.	60,000	6			
30 Sep. '60	118.0	3.8	17.7		28	14	578	Northern (Ogdensburg)	4,809,896			1,500,000	3,077,000		4,577,000	121.8	395,128	458,912	153,080				
30 Sep. '60	35.9		2.2		7	6	46	Oswego and Syracuse	791,002			396,340	213,500	4,875	35.9	69,759	119,666	64,753	8				
30 Sep. '60	75.4		2.3		5	4	33	Pottsdam and Watertown	1,537,509	62,517		665,419	1,000,000	192,748	75.4	79,240	80,611	37,436					
30 Sep. '60	25.2		2.0		5	13	70	Rensselaer and Saratoga	755,124	157,048		610,000	140,000	750,000	59.2	119,325	269,353	131,525	6				
30 Sep. '60	18.5		1.2	21.3				Rochester and Genesee Valley	654,021			557,560	150,000	19,980	oper.	r. by B.	N. Y. & E.	22,947					
30 Sep. '60	18.0		1.0			1		Sackett Harbor, Rome & N. Y.	70,468	1,050		10,305		61,213	71,518	18.0	3,365	634	54				
30 Sep. '60	21.0		1.6		2	2	11	Saratoga and Schenectady	480,684			300,000	83,000		oper.	r. by Ren	a. & Sar.		5				
30 Sep. '60	40.8	6.7	0.8		9	11	84	Saratoga and Whitehall	820,518	81,166		500,000	378,000	3,376	47.3	114,731	175,604	60,113					
30 Sep. '60	13.0		0.3		2	6	6	State Island	251,389	36,443		62,731	162,087	63,374	13.0		15,720	11,800					
30 Sep. '60	61.3		7.6		13	12	117	Syracuse and Binghamton	2,854,212			1,200,130	1,643,153	121,065	61.0	191,579	227,488	139,817					
30 Sep. '60	31.9		3.5		10	9	123	Troy and Boston	1,366,326	168,437		605,911	806,500	247,155	112.0	280,643	312,066	160,237					
30 Sep. '60	6.0							Troy and Greenbush	258,835	36,073			274,400		oper.	r. b. Hud	a. River.		6				
30 Sep. '60	2.1		2.1					Troy Union	752,601			30,000	680,000		oper.	r. by oth	er Co's.						
1 Jan. '62	104		4	30.0				Warwick Valley	185,000			100,000	85,000		185,000	oper.	r. by Er	ie R. W. Co.					
30 Sep. '60	96.7		11.0		17	11	288	Watertown and Rome	1,948,640	327,304		1,499,000	772,400	66,112	96.7	212,235	351,167	178,067					
NORTH CAROLINA.																							
31 May, '60	94.9		6.4					Atlantic and North Carolina	2,157,503			1,545,225	400,000	276,372	2,419,401	94.9		108,958	35,572				
31 May, '60	94.9		6.4					North Carolina	4,235,000			4,000,000			223.0								
31 May, '60	97.0		15.0		23	18	182	Raleigh and Gaston	1,240,241			973,300		126,200	1,116,700	97.0		206,917	108,541				
30 Sep. '60	161.5				24	32	144	Wilmington and Manchester	2,632,737		232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688				
30 Sep. '60	161.5				24	32	144	Wilmington and Weldon	2,689,223		107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8			
15 Mar. '60	81.0		8.0	192.5				Western North Carolina	2,000,000		4,700	290,212		70,860	364,072								
OHIO.																							
31 Dec. '60	118.2				17	12	208	Atlantic and Great Western	613,231			866,939		77,294	1,859,813	118.2		314,091	102,765				
1 Aug. '61	137.0				41	39	608	Bellevue and Indiana	3,027,931		10,000	1,859,813	1,256,750	71,660	3,256,750	118.2		314,091	102,765				
31 Mar. '62	60.3				22	28	432	Central Ohio	5,518,508	922,670	106,133	1,628,356	3,675,000	1,126,458	6,510,432	141.0		699,716	230,551				
31 Dec. '60	30.0				69.1			Cinc., Hamilton and Dayton	5,718,727	504,892	79,947	2,155,800	1,344,000		3,818,784	18.3		646,205	329,714	7	98		
31 Dec. '60	30.0				31.0	16	10	Cinc. and Indianapolis June	6,250,841			2,441,100	3,032,000	228,973	131.8	304,168	190,745	19,180					
1 May, '60	131.8		5.8		22	31	495	Cinc., Wilmington and Zanesv.	4,029,200	614,411	512,333	4,746,100	519,000	4,201	5,765,128	141.2	655,182	1,085,799	580,021	10	119		
31 Dec. '60	136.4				22	31	495	Cleveland, Columbus and Cinc.	2,500,017	268,303	298,971	1,515,152	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,006				
31 Dec. '60	67.0		1.2	37.9	30	42	470	Cleveland and Mahoning	3,986,537		541,503	3,000,000	1,353,000	96.6	1,120,370	662,948	14	114					
30 Nov. '60	101.0	102.5			42			Cleveland and Ashtabula	9,320,288			3,942,368	4,918,325	653,821	9,961,102	203.5	646,413	772,693	332,093	4	21		
31 May '62	109.2	79.4			32	45	431	Cleveland and Pittsburgh	6,699,373	504,420	95,679	3,343,800	3,850,595	148,660	7,028,820	183.6	610,292	1,003,637	543,488	3	47		
31 Dec. '60	61.4		53.0	6	9	9	99	Cleveland and Toledo	1,574,693			899,673	675,250	632,486	61.5	75,129	68,128	19,763					
31 Dec. '60	72.0		31.0	6	9	103		Clev., Zanesville and Cincin.	2,555,000			1,490,800	318,900	60,300	2,188,717	oper.	r. w. Lit.	177,371	8	50			
30 Nov. '61	54.5																						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased etc.	Mileage run by locomotives with trains.	Earnings.				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.				
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.	p. c.		
31 Oct. '61	59.0	13.0	5.0	89.5	8	5	59	PENNSYLVANIA, (Continued.)	2,823,895	90,803		1,756,436	1,500,000	85,312	3,426,836	22.0	11,408	70,228	21,217				
31 Dec. '61	467.5		68.7		104	80	1,261	Pittsburg, Ft. Wayne & Chicago	17,002,121		31,408	6,249,433	10,264,995	1,847,323	18,999,531	467.5	2,434,641	3,031,787	1,299,721		31		
30 Sep. '59	31.0			11.0				Pittsburg and Steubenville	1,947,462			1,221,277	280,000										
30 Sep. '59	54.0		3.0		7	7	26	Schuylkill and Susquehanna	1,258,700			1,258,700	97,000		1,355,700	54.0							
30 Sep. '59	9.2	16.3	14.9					Schuylkill Valley	573,616			568,150			573,616	24.5		34,501	29,604	34			
31 Mar. '61	28.0	1.2	2.0		4	1	445	Shamokin Valley & Pottsville	1,241,487	95,888	363,004	864,450	789,970	60,821	1,724,227			96,227	54,582				
31 Dec. '59	148.0		20.0	140.0				Sunbury (Phila.) and Erie	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		114,126	61,848	16			
30 Nov. '59	29.6	6.5	31.9		8	3	127	Tioga	703,349	85,932		97,550	396,000			29.6		83,072	47,007	6			
30 Sep. '59	26.4		2.1		4	11	9	Westchester and Philadelphia	1,410,638	74,677		682,170	944,169	52,434	1,679,301	26.4		125,597	4,502				
30 Sep. '60	78.0		6.0		16	8	125	Williamsport and Elmira	4,050,314			1,500,000	2,200,000	298,895		78.0	199,878	238,420	860,339	124			
1 Jan. '60	50.0		2.0		12	17	103	RHODE ISLAND.	2,158,000			1,508,000	278,900			62.0	240,449	331,522	106,782	5	55		
30 Nov. '61	13.6		0.5			3	5	Providence, Warren & Bristol	448,666			4,7917	8,500			13.6		26,454	6,914				
31 Dec. '58	13.2	1.5		182.4	2		26	SOUTH CAROLINA.	2,126,539			1,916,515	217,577		2,134,092	13.2							
31 Dec. '58	54.9			47.4	4	3	21	Blue Ridge	801,615	34,372	250,000	706,365	195,266	197,906	1,099,536	51.9							
31 Dec. '58	109.6				13	9	176	Charlotte and Savannah	1,719,046			1,201,000	884,000			109.6		283,263	151,536	6			
31 Dec. '58	40.3							Charlotte and South Carolina	600,000			400,000	200,000			49.3							
1 Jan. '59	143.2	21.3						Cheraw and Darlington	2,439,769	324,161		1,429,008	1,145,000	345,546	2,519,554	143.2		341,190	125,871				
31 Aug. '58	22.5							Greenville and Columbia	196,230			200,000			200,000	22.5				5			
31 July '58	32.0							Kings Mountain	543,403			400,000	106,218		575,729	32.0		27,568	8,527				
28 Feb. '59	102.0							Laurens	2,011,652			985,743	960,410	108,172	2,057,325	102.0		220,014	96,145				
31 Dec. '60	136.0	106.0			62	59	700	North-Eastern										1,499,636	701,943	7			
31 July '58	25.1			41.9				South Carolina															
30 Sep. '60	47.6							Spartanburg and Union	1,021,439	58,133		505,214	514,000	99,110	1,137,707	47.6		29,967	19,187				
1859				17.0	2		14	TENNESSEE.	857,947			333,204	612,000			30.0		29,845	9,359	7,486			
1859			1.8		12	10	171	Central Southern (Tenn.)	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,466				
1859			8.0		10	10	128	Edgfield and Kentucky	2,310,033	156,264		536,654	1,902,000	390,407		130.3		297,806	149,167				
1860	271.6	19.4	20.0		43	37	667	East Tennessee and Georgia	5,868,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0		1,635,096	873,597				
1859	271.6	16.0	20.0	8.9	9	5	242	Memphis and Charleston	2,259,287	141,144		570,000	1,361,000	145,000									
1859	100.0		30.6	55.8				Memphis and Ohio	2,000,000	100,500		298,721	740,000										
1859	59.0		40.1	7	5		119	Memphis, Clarksv. & Louisv.	1,137,400			798,255	654,949	319,518		59.4	69,870	177,256	60,029				
1859	47.4		2.3	4	6		46	Mississippi and Tennessee	892,710	82,908		517,447	632,500	22,369		47.4	54,175	83,129	44,666				
1859	34.2		7.0		12	2		Mississippi Central and Tenn.	533,807	56,516		144,894	406,000	5,000		34.2	30,065	32,808	13,862				
30 Nov. '60	149.7	44.0	7.9		39	17	319	McMinnville and Manchester	3,632,882			2,056,544	1,731,000			159.0		734,118	337,384	6			
1860								Nashville and Chattanooga															
1860	45.8		4.2	11.7	5	5	32	Nashville and Northwestern	76,016	76,016		595,922	860,000	204,544		45.8	57,950	127,963	87,243				
1859	30.0		0.6	8.0				Tennessee and Alabama				216,962	413,000	408,477		30.0		1,248					
31 Dec. '58	32.0			158.0				Winchester and Alabama															
31 Dec. '58	56.0			184.0				Texas, (all aided by State)															
31 Dec. '58	50.0		1.5	75.0	2	1	40	Buffalo Bayou, Braz. & Col'do															
1 May '59	70.0		6.0	290.0	7	5	124	Galveston, Houston & Henderson	1,250,000			275,000	240,000	171,550		50.0		31,306	32,670				
31 Dec. '59	25.0			110.0				Houston and Brazoria	4,232,345			455,000	975,000	369,000		70.0		102,200	282,846	196,568			
31 Dec. '59	29.0			750.0				Houston and Texas Central								25.0							
31 May '61	90.7		8.6	19.6	8	8	183	San Antonio & Mexican Gulf								29.0							
31 Aug. '60	119.6		13.0		26	18	600	Southern Pacific	1,514,132	193,422		1,280,400	800,000	60,589		90.7	118,219	183,750	92,683	80			
31 Aug. '60	62.0		4.0		10	6	174	Connect. & Passumpsic Rivers	3,989,708	617,743		2,233,376				119.6	349,440	334,368	113,318				
31 Aug. '60	119.0		20.0		42	28	885	Rutland and Burlington	1,771,683			950,000				62.0		142,839	150,818	30,288			
31 Aug. '60	47.0		2.8					Rutland and Washington	8,402,055			5,000,000	3,863,000	1,423,299	10,276,299	166.0		706,517	775,669	127,727			
31 Aug. '60	23.7		0.7		3	4	43	Vermont Central	1,350,695			1,350,000			1,350,695	23.7		Central		123			
31 Aug. '60	54.0	10.5						Vermont and Canada	1,212,274	89,612		516,164	793,200			54.0		by Vt.					
31 Aug. '60	41.3			122.1				Vermont Valley	1,083,500			332,000	700,000		1,083,500	41.3		47,950	45,930	8,522			
30 Sep. '59	41.3							Western Vermont										ope	r.b.Troy	55,858			
30 Sep. '59	77.5	8.0	3.8	105.6	9	5	221	VIROGINIA.	1,492,194	42,000		1,403,018	36,188	88,131	1,534,194								
30 Sep. '59	79.2		4.8		5	2	75	Alex., Loudoun & Hampshire	2,942,548	210,680		2,969,861	775,500	118,789		79.2	703,034	136,302	43,062				
30 Sep. '59	103.5				16	16	175	Manassas Gap	2,006,873	122,156		1,500,124	590,610	155,161	9 months	103.5		47,702	54,121	16,332			
30 Sep. '59	88.3	68.4	10.0		19	13	279	Norfolk and Petersburg	5,322,150			468,605	5,719,229			103.5		345,427	248,004	loss			
30 Sep. '59	123.3	10.1			19	13	279	Northwestern Virginia	3,040,636	374,996		2,083,655	2,517,500	590,056		123.3		270,846	450,427	222,214			
30 Sep. '59	59.2	21.3			14	17	131	Orange and Alexandria	1,223,523			1,365,200	1,851,500	292,842	4,745,256	167.7		410,166	201,344	74			
30 Sep. '59	140.5	2.7																					

New York Stock Exchange.

Actual Sale Prices for the week ending July 30

Th.24. F.25. Sat.26. M.28. Tu.29. W.30.

FEDERAL STOCKS:—

U. S. 5s, 1871	86½	87	87½	86½	92
U. S. 5s, 1874	86½	87	87½	86½	92
U. S. 5s, 1880	98½	99	98½	98½	99
U. S. 6s, 1881, reg.	98½	99	98½	98½	99
U. S. 6s, 1881, cou.	98½	99	98½	98½	99
U. S. 6s, 1862	98½	99	98½	98½	99
U. S. 6s, 1867	96	96	96	96	97
U. S. 6s, 1868	98	97½	97	97	97
U. S. Treasury 7-10 Notes 102½	102½	103	103	102½	102

STATE STOCKS:—

California 7s	94½	95	95½	96½	---
Georgia 6s	---	---	---	---	---
Illinois Coupon bonds	---	---	---	---	---
" Canal bonds	---	---	---	---	---
Illinois War Loan	97	96	---	---	---
Indiana 5s	---	---	---	---	---
Indiana War Loan	---	93½	---	---	---
Kentucky 6s	---	---	---	---	---
Louisiana 6s	---	93	95	94	---
Maryland 6s	---	---	---	---	---
Michigan 6s	---	---	---	---	---
Minnesota 6s	---	---	---	---	---
Missouri 6s	46½	47	47	46	46
Do. 1s. to H. & St. J. R.	60	60	---	---	---
New York 6s, 1873.	---	60	---	---	---
North Carolina 6s	---	---	94½	---	---
South Carolina 6s	---	---	---	---	---
Ohio 6s	---	---	---	---	---
Tennessee 6s, 1890	49½	50½	50½	50½	50
Virginia 6s	---	---	---	---	54

RAILROAD SHARES:—

Buffalo & State Line					
Chicago, Burl. and Q. 78	78	---	---	---	---
Chicago and Rock Isl. 64	64	63	63	62	63
Clev., Col. and Cin.	---	---	---	118	116
Clev. and Pittsburgh	21	21	21	---	27
Clev. and Toledo.	47	47	47	47	---
Dol., Lack. and West 93	---	---	94	---	---
Galea and Chicago... 68	68	68	68	67	68
Hudson River	43	44	---	45	44
Illinois Central (scrip) 57	57	56	56	56	56
Michigan Central 60	60	59	59	59	60
M. S. and N. I. guard. 56	56	56	56	54	56
M. S. and N. I.	25	25	25	---	26
Mil. and P. du Chien	32	31	---	---	31
M. and P. du C. 1st pref.	90	---	---	---	90
M. and P. du C. 2d pref.	90	---	---	---	90
New Jersey	---	---	---	---	---
New Jersey Central.	---	132	---	---	---
New York Central.	92	93	92	93	92
Erie	33	34	34	33	34
Erie pref.	62	63	62	62	63
N. York and Harlem. 14	14	14	14	14	14
N. Y. and H. "pref." 35	36	35	---	---	---
Panama	132	132	---	---	132
Phila. and Reading	56	---	---	---	---
Toledo & Wabash	56	---	---	---	---
" " Pref. 40	---	---	---	---	---

RAILROAD BONDS:—

Buff. N. Y. & Erie 1 M. '85	---	---	---	---
Chic. and N. W. 1st M. '85	---	---	62	---
" " 2d M. '28	28	---	---	2
" " S. F. '93	94	---	94	---
Cl. & Tol. S. F. 7 p.c. '90	---	91	91	91
Chi., Bur. and Q. S. F. '85	---	107	108	108
Chi. and H. I. 1st M. '70	---	---	---	108
D. L. & W. 1 M. S. p. c. '71-5	---	---	---	---
" 2 M. S. p. c. '81	---	105	105	---
Gal. & Oh. 1 M. 7 p. c. '83-105	105	---	---	105
" 2 M. 7 p. c. '75	---	105	---	105
Hann. & St. J. bonds	---	---	---	4
Hudson R. 1 M. 7 p. c. '69	---	---	---	---
" 2 M. 7 p. c. '69	---	---	---	---
" 3 M. 7 p. c. '75	---	---	---	9
" sink. fund.	---	---	---	---
Illinois Central bonds	---	92	93	93
La Crosse & Mil. L. G.	---	---	---	---
Mil. and P. du C. 1st M. '92	92	---	83	99
Mich. Cen. S. F. S. p. c. '82	---	---	---	104
" conv. S. p. c. '69 107	107	---	---	---
M. S. & N. I. 1 M. S. F.	---	---	---	99
" 2 M.	82	82	---	81
N. J. Central 1st M.	---	---	---	---
" 2d M.	---	---	---	---
N. Y. C. S. p. c. certifi. '83	---	---	---	---
" 1 M. 7 p. c. '64	---	---	103	---
" bonds 1876	---	---	---	108
N. Y. & E. 1 M. 7 p. c. '67	105	---	---	---
" 2 M. 7 p. c. '64	---	97	98	98
" 3 M. 7 p. c. '85	98	97	98	98
" 4 M. 7 p. c. '80	88	88	90	90
" 5 M. 7 p. c. '85	---	---	82	82
N. Y. & H. I. M. 7 p. c. '73	---	106	82	---
" 2 M. 7 p. c. '64	---	---	---	---
" 3 M. 7 p. c. '67	---	---	---	---
Pitts., Ft. W. & Chi. 1 M. '93	92	92	92	92
" " 2d M.	---	77	77	77
" " 3d M.	---	---	---	---
Terre H. & Alton, 1 M. 103	---	---	105	105
" 2 M. '80	81	---	80	---
Toledo & Wab. 1 M.	---	93	92	91
" " 2 M. '63	63	63	63	63

MISCELLANEOUS:—

American Gold	118½	115½	117½	117½	116½	115½
Del. and Hud. Canal.....		95	---	---	95½	---
Penn'a Coal Co.			95	---	96	---
Pacific Mail S. S. Co. .	107½	109½	110½	112	111	111½

The following are the closing prices in the London Market on the 19th July:

United States 5s, 1874				X. c.	73	to	76
Maryland 5s					70	"	74
Virginia 6s					44	"	48
Atlantic and Great Western, N. Y. sec., 1st mort., 1850, 7 per cent.				X. c.	61	"	63
Erie shares, ex assessment scrip					28	"	32
Erie shares, 7 per cent. preference					50	"	52
Erie shares, assessment scrip					14	"	21
Illinois Central 6s, 1875					70	"	75
Illinois Central 7s, 1875				X. c.	76 1/2	"	77 1/2
Illinois Central \$100 shares, \$90 paid, dis.					49	"	48
Illinois Central, all paid					47	"	49
Michigan Central 8s, Convertible, 1869					80	"	82
Michigan Central Sinking Fund 8s, 1852					83	"	85
Michigan South. and North. Indiana 7s, 1885.					76	"	78
Do, do, do, \$100 shares.					19	"	21
New York Central 6s, 1883					78	"	80
New York Central 7s, 1864				X. c.	80	"	82
New York Central 7s, 1876					85	"	87
New York Central 7s, 1876					85	"	87
New York Central \$100 shares					73	"	75
New York and Erie 7s, 1867					88	"	90
New York and Erie, 2d mort., 1859					87	"	89
New York and Erie, 3d mort., '83, assessed					75	"	77
New York and Erie, 4th mort.					69	"	71
New York and Erie, 5th mort.					69	"	71
New York and Erie Bonds, 1862, '71, '75						"	
New York and Erie shares, assessed						"	
Panama, 1st mortgage 7s, 1865					102	"	104
Panama, 2d mortgage 7s, 1872					101	"	103
Pennsylvania Central 6s				X. c.	80	"	82
Pennsylvania Central 2d mortgage					83	"	85
Pennsylvania Central \$50 shares					38	"	40
Philadelphia and Reading \$50 shares					23	"	25

American Railroad Journal.

Saturday, August 2, 1862.

Our City Passenger Railroads.

We give below a statement of the length, cost, indebtedness, earnings, etc., of the passenger railroads of this city and Brooklyn, compiled from the reports of the several companies made to the Legislature for the fiscal year ending September 30, 1861.

The city lines in operation are seven in number, comprising the Brooklyn City, the Broadway of Brooklyn, and the Second, Third, Sixth, Eighth and Ninth Avenue roads in this city. The statistics of these works furnish some interesting and instructive matter.

The whole length of these roads is 76.7 miles; but including double track and sidings, it is 140.5 miles. The number of cars is not given on the 2nd Avenue road; on the other lines they number 529, of both kinds. Those on the 2nd Avenue will probably bring this up to 625.

The total cost of these roads is returned at \$5,838,489, exclusive of horses and cars, or \$6,642,833 with these, giving an average cost of \$47,280 per mile of single track. The weight of rail used varies from 56 to 95 pounds per yard, and will probably average 80 pounds.

The entire obligations of the seven companies amount to \$6,498,440, of which \$5,365,360 consists of stock subscriptions actually paid in. The debts, therefore, as compared with capital, average only about twenty-one per cent. This presents a very marked difference from the relative magnitudes of the two classes of obligations on most of our railroads.

The number of miles traveled on six of these horse roads was 9,950,088, to which should be added probably 1,000,000, the estimated mileage on the 2nd Avenue. This would make an aggregate of nearly eleven millions in all. The total number of passengers carried amounted to 44,167,460, showing that each car carried about four persons on the average, or that the gross earnings were about 20 cents per mile traveled. The 3rd Avenue passengers per mile averaged 5.91; the

8th, 3.86; the 6th, 3.75; the 9th, 2.13; the Broadway of Brooklyn, 2.31, and the Brooklyn City, 3.67 per mile traveled.

The gross earnings of these roads amounted to \$2,202,110, or \$28,710 per mile. Of the gross receipts three-fourths were disbursed for working expenses, which included the purchase of horses and mules to replace those that had been used up in the service. The net earnings were \$547,484, or \$7.138 per mile.

The 3d, 6th and 8th Avenue roads declared dividends of 12 per cent. each, the 2nd Avenue 6; the Brooklyn City, 8, and the Broadway of Brooklyn, $3\frac{1}{2}$ per cent. during the year. The 9th Avenue has not yet commenced the distribution of dividends.

[illegible]

over

The earnings, expenses, &c., of the 4th Avenue road being included in those of the Harlem, we have not been able to give them in the table. The report shows that the number of city cars on that line is 36; the number of miles run by them, 555,120; and the number of passengers carried, 3,607,889. Taking all the roads in the two cities it will thus be found that they are equipped with about 650 cars, which travelled 11,600,000 miles, and carried 47,775,349 passengers. The ratio of passengers to mileage on the 4th Avenue was 6.5—the highest of all our city roads.

Another Railroad Dispute in New Jersey.

Our readers are aware that a railroad is in progress, designed to traverse the State of New Jersey from Port Monmouth, on the lower bay, Southward to the Delaware, intersecting the Camden and Atlantic Railroad, by which a new route will be opened between this city and Philadelphia. It is given out that the rate of fare for through passengers will be about one dollar lower than by the Camden and Amboy lines; but as the distance will be twenty miles greater, and a good part of it must be made by water, it has hardly seemed probable that it would divert business largely from the direct route. The joint companies, however, think differently, and have applied to the State Chancellor for an injunction against the further prosecution of the work. On Tuesday last the arguments between the two companies commenced at Trenton; Messrs. J. P. Bradley and John P. Stockton being for the Camden and Amboy, and Messrs. B. Williamson and A. O. Zabriskee for the Raritan and Delaware Bay Company. The decision will be looked forward to with a good deal of interest by the traveling public.

Pennsylvania Railroad.

In the report of the Pennsylvania Railroad Company for the year 1861, a copy of which has just been received, we find much of general interest in regard to the operations of the road. While the increase of business over 1860 was \$1,350,535, that of expenses was only \$16,763. The increased distance run by engines was 779,594 miles; but though the cost of fuel amounted to \$36,811 more than in 1860, it shows a decrease of 76 cents for every hundred miles run. A similar fact is noticeable in the outlays for engine repairs, which included the purchase of six new locomotives to take the place of old and worn out engines inferior in all respects to the present.

During the year the State tax upon tonnage was removed, as were also the tolls upon the Harrisburg and Lancaster Railroad, which has passed into the company's possession under a lease of 999 years. These served to reduce largely the transportation expenses. On the other hand, the much greater volume of merchandise carried, and the number of trains run have required a larger outlay than usual for the maintenance of way, especially on the newly leased line. The sum of \$28,797 additional was paid on watchman's account, to ensure the safety of the track and bridges, at a time when the government was first put in peril.

The additions made to equipment during the year, exclusive of the engines spoken of above, comprised 14 first class freight locomotives, 2 tank engines for the Delaware extension, 2 small machines for passenger trains on branch roads, and 460 eight-wheeled cars of various kinds, besides 550 cars hired, but owned by other companies. A

large number of new engines and cars have since then been built for the Pennsylvania road. At the Altoona shops 884 feet lineal of iron truss bridges were constructed, during the year.

The troubles in Virginia stimulated the coal trade from the Broad Top region, and necessitated the large additions made to the rolling stock. The great number of trains passing and repassing renders the construction of a second track a measure of vital importance as early as possible. Only three miles and one-fifth of this were laid during the past year; but preparations were made to do more in 1862. The destruction by fire of the large freight station at Pittsburg compelled the erection of a new one, 664 by 110 feet, at a cost of \$25,250. Attention is called to the excellent accommodations now enjoyed at that place and the new shops at Harrisburg.

The report of the Master of Machinery shows that the company's motive power consisted of 229 engines, of which 194 were in running order at the date of the report. Three were hired by the Pittsburg, Columbus and Cincinnati Railroad Co. The number of miles run by passenger trains was 1,118,137; by freight trains, 3,148,694; by distributing trains, 146,205: making a total of 4,413,036. Of the passenger engines one made 42,132 miles during the year; another, 38,532, and a third, 37,584 miles. The first of these was between Altoona and Pittsburg. The greatest distance made by a freight train was 36,391 miles, between Harrisburg and Altoona. The average mileage made with passenger trains was 23,790, and with freight trains, 19,307 miles. The mileage made by the engines of passenger trains shows an increase of 932, and of freight, of 999 miles per engine over 1860.

The average cost per 100 miles run for repairs of engines was \$7.81, against \$8.85 in 1860. The cost of fuel per 100 miles run was \$6.41, against \$7.17 the year before and \$8.19 in 1858. The hope is expressed that a still greater saving per mile may be reached in this account. One large item in the cost of repairing locomotives has been the putting of new copper fire-boxes into them, iron having been found not to be economical.

The report of the Car Department shows that 238 cars have been rebuilt, 100 new ones added and 99 repaired, during the year. Some of the passenger cars have been put to severe usage in carrying large bodies of troops. The lighting by gas is found to work well, and fixtures have been placed in all passenger cars rebuilt; the ventilation is also improved. The following table shows the total number of cars belonging to the company:—

Eight-wheeled passenger cars	84
Emigrant do. do.	29
Baggage and express do.	44
House cars, all kinds	1,499
Stock cars, eight-wheeled	400
Gondolas (for coal, wood and lumber)	837
Other kinds (4 wheeled)	558

Total 3,451

Besides these, the company own a large number running on the Pittsburg, Fort Wayne and Chicago and the Pittsburg, Columbus and Cincinnati roads, making altogether 3,192 eight-wheeled and 578 four-wheeled cars.

The Chief Engineer in his report alludes to the heavy expense incurred in making renewals of the superstructure, caused by the heavy business of

the road. Generally speaking the condition of the track has been improved; but the construction of a second is indispensable. Wrought iron chairs appear to be exclusively used. A rail of a new pattern has been laid on part of the road within the corporate limits of Philadelphia. Extensive repairs have been made on the East Brandywine and Waynesboro' road, now operated under lease by this company; also on the Harrisburg and Lancaster line. Numerous iron bridges have also been put up on the Middle Division, all having been provided for a double track.

On the Delaware Extension, work was resumed early in April at the Schuylkill bridge, which was finished in December. It consists of three spans of 192 feet each, the whole being of iron resting on stone piers. A temporary trestle-work connects the West end of this bridge with the West Chester and Philadelphia Railroad. Sidings have also been laid down to connect the Pennsylvania with the proposed Junction road along the West bank of the Schuylkill down to the Philadelphia, Wilmington and Baltimore.

The total receipts of the Canal Department amounted to \$176,109 04, of which \$28,236 45 were net profits. The former were \$33,256 77 less than in 1860, the falling off being due solely to the war.

The annexed tabular statement shows the whole expenses on the Canal in detail; also the earnings, profit and loss, from August 1st, 1857, to December 31st, 1861:

	Total Expenses.	Total Receipts.
* Earnings and expenses on all divisions in 1857, from August 1.....	\$73,190 10	\$92,433 50
Eastern Division.....	309,306 05	588,886 04
Lower Juniata Division.....	132,608 69	89,349 71
Upper " " ..	44,225 39	13,929 00
" Western " ..	16,826 93	6,035 58
Lower " " ..	98,795 76	48,438 23
Incidentals.....	381 10	15,485 77
	\$675,334 02	\$854,557 83
Total expenses.....	675,334 02	
Net profit		\$179,223 81

* The earnings and expenses of the canal were not kept by divisions in 1857, but accounted for in the aggregate, as appears in the above table.

We published the President's report at the time of its appearance in January. Annexed is a copy of the company's

GENERAL ACCOUNT.

Capital stock.....	\$13,264,100 00
Bond Account, viz:	
First mortgage six per cent. dollar bonds, payable 1880.....	4,990,000 00
Second mortgage six per cent. dollar bonds, payable 1875.....	2,421,000 00
Second mortgage six per cent. sterling bonds, payable 1875.....	2,126,400 00
Bonds due the State of Pennsylvania, bearing 5 per cent. interest	7,100,000 00
Amount of mortgages and ground rents on real estate.....	299,363 84
Bills payable.....	393,500 00
Accounts payable, including pay rolls for December, 1861.....	630,051 36
Contingent fund	885,640 74
Interest and dividends due to stockholders, unpaid.....	21,044 00
State tax	65,103 72
Amount due other roads.....	33,833 75
Balance to credit of profit and loss.	2,004,521 55
	\$34,234,558 96

Cost of road, including engineering, land damages, fencing, machine shops, engine houses, station and warehouses, car sheds, water stations, foremen and tool houses, and shop machinery, from Harrisburg to Pittsburg, and station and warehouses on the Philadelphia Division	\$17,514,211 72
Less profits of road, after paying interest to stockholders up to November 1st, 1855, credited to cost of construction, as required by charter	589,185 79
	\$16,925,025 93
By amount paid State of Pennsylvania for Philadelphia and Columbia Railroad	\$6,500,000
By amount paid State of Penn. for canals and Portage Railroad	1,000,000
	7,500,000 00
The above division being made upon their presumed relative value.	
By cost of equipment of road, including locomotives, freight, road and passenger cars	3,447,522 39
By cost of real estate of company	1,792,071 78
By cost of telegraph line	45,264 28
By extension of Pennsylvania Railroad to Steubenville and Pittsburg Railroad	5,214 09
By extension of Pennsylvania Railroad to Delaware River	272,579 84
By amount of stock of the Pittsburg, Fort Wayne and Chicago Railroad Company	816,050 00
By amount of bonds and stock of municipal and railroad corporations	605,930 60
By amount of bills and accounts receivable	459,375 83
By amounts due from other roads	13,520 63
By amount of sinking fund	726,207 21
By amount of fuel, and materials on hand for shops, repairs to locomotives, cars, and maintenance of way	466,464 33
By balance in hands of agents	453,357 99
By balance in hands of Treasurer, December 31st, 1861	705,974 06
	\$34,234,558 96

The Pennsylvania Railroad Terminus.

No one can visit Washington avenue wharf without being struck by the magnitude of the preparations on foot there to accommodate the business of the Pennsylvania railroad. Much attention, of course is attracted by the great grain elevator, a massive structure of brick and iron, perfectly fire proof, which rises like a giant among pigmies, from the midst of the low buildings which characterize that district, crowned by a lofty tower, reaching a height of one hundred and twenty feet. This alone would suffice to typify the importance of the terminus, and the extent of the business it is intended to accommodate.

But the rapidly multiplying railway tracks and cars, the removal of old houses, the erection of sheds, the extension of wharves, all point unerringly to the fact that this great corporation is preparing for an immense future, and will absorb within its grasp the whole property lying near Washington avenue wharf. Even before the close of the present season, the site bids fair to become one of the busiest and most remarkable scenes in Philadelphia. Already the number of trains arriving and departing there daily keeps the whole neighborhood in motion and blockades the streets with cars, because the standing room has not yet been provided on the space between Christian street wharf and Washington avenue wharf.

This location has the advantage of being below the island, so that the piers may be projected into the stream any required distance, and thus all the accommodations in the way of docks, needed for

the shipment of produce, may be obtained there. Of these there will, no doubt, be many, covering a front of several acres along the Delaware about the foot of Washington avenue, including the Navy-yard and all the intervening space; so that when the Navy-yard shall be removed to League Island, the railroad terminus will extend from Christian street to Reed street along the river.—*Philadelphia North American.*

Railroad Earnings—Monthly.

The earnings of the Cleveland, Columbus and Cincinnati R. R., for June, 1862, were \$122,524 03 Do., 1861

89,028 41

Increase

\$33,495 62

The earnings of the Cleveland and Pittsburg Railroad for June, 1862, were

\$123,000

Do., 1861

104,000

Increase

\$19,000

The earnings of the La Crosse and Milwaukee Railroad for June, 1862, were

\$112,000

Do., 1861

108,000

Increase

\$4,000

The following statement shows the business of the Philadelphia and Reading Railroad Company for June, 1862, compared with that of 1861:

	1862.	1861.
Rec'd from coal	\$174,221 78	\$215,161 20
" " merch'dise	39,216 96	28,823 60
" " travel, etc.	40,846 13	26,066 47
Total	\$254,284 87	\$270,051 27
Transportation, roadway, dumpage, renewal fund, and all charges	153,559 48	130,825 46
Net profit for the m'th.	\$100,725 39	\$139,225 81
Profit for the previous 6 months	725,846 75	601,055 27
Total net profit 7 mos.	\$826,572 14	\$740,281 08

Interest and Dividends.

The interest on the bonds of the New Jersey Railroad and Transportation Co., due August 1, will be paid at the Bank of Commerce.

The interest coupons of the second mortgage bonds of the New York and Harlem Railroad Company will be paid at the Treasurer's office.

The interest on the first mortgage bonds of the Cleveland and Pittsburgh Railroad Company, due Aug. 1, will be paid at No. 25 William-st., by H. C. Kingsley.

The interest due August 1, on the first mortgage bonds of the Cleveland and Mahoning Railroad Company, will be paid by Messrs. Ward, Campbell & Co., No. 56 Wall-st., New York.

Interest on the bonds of the Pennsylvania Coal Company, due Aug. 1, will be paid at the company's office in New York.

The Erie Railway Company give notice to the holders of the certificates of D. S. Gregory and J. C. B. Davis, Trustees, that on and after the 1st of August, payment will be made at the office of the Treasurer, in Erie-place, of the coupons of the fifth mortgage bonds, represented by said certificates, with interest from May 1, 1861, to August 1, 1862.

The Morris Canal and Banking Company has declared a dividend of 5 per cent. upon the preferred stock, payable Aug. 5.

The authorities of the City of Alleghany, Penn., are now prepared to issue new bonds in exchange

for railroad bonds of that city upon the basis of the compromise hitherto offered by them.

Wheat Trade of Chicago and Milwaukee.

The receipts of wheat at Milwaukee and Chicago from January 1, to July 19th, 1861 and 1862, have been as follows:

	1862.	1861.
Milwaukee	7,032,304	5,335,383
Chicago	6,026,650	5,502,870

The shipments of wheat from Milwaukee and Chicago from the opening of navigation to July 19th have been as follows:

	1862.	1861.
Milwaukee	7,549,756	5,654,422
Chicago	8,026,650	5,502,870

Reducing flour to wheat, at five bushels to the barrel, the shipments of wheat from the two cities thus far the present season compare thus:

	Flour, bbls.	Wheat, bus.	Total, bus.
Milwaukee	422,211	7,549,756	9,660,811
Chicago	715,433	6,026,650	9,603,815

Difference in favor of Milwaukee

56,996

Stock on hand July 18th

1,498,548

Estimated stock at Chicago, July 12th ..

772,889

The Hoosac Tunnel.

The recently appointed Troy and Greenfield Railroad commissioners have decided to send an agent to Europe, to examine critically the railway tunnels in that part of the world. Charles S. Storrow of Boston has been appointed for that purpose, at a compensation of \$3,000, with expenses paid, and sails next week. The object of the trip is to obtain the most reliable data from which to determine the character of the tunnel required under the Hoosac mountain, as well as the most economical and speedy method of constructing it, and also the probable cost of the work. There being no tunnels in this country of sufficient magnitude to be of much service in fixing upon the details of the one required, the commissioners deem this course the wisest and safest that can be adopted before proceeding to the completion of the Hoosac bore.

The Portland Company.

The following is an abstract of the condition of the Portland Company on 15th ult.:

Assessments voted by the company and paid	\$169,800 00
Amount of capital stock paid in and now existing	235,700 00
Amount due from the company (including extension of notes receivable endorsed by them) about	267,000 00
Buildings, machinery and other fixtures	164,811 46
The last estimated value affixed by the assessors to the lands, buildings, flats, &c.	147,800 00
Aggregate value affixed to all the taxable property of the corporation, by the assessors	222,800 00

Massawippi Valley Railway.

We understand that the preliminary survey of the Massawippi Valley Railway has commenced, under the skillful superintendence of Mr. J. M. Clark, late Assistant Engineer of the S. S. and C. R. R. The opposition to the charter for that road, on the part of the Shefford Railway, was withdrawn in consideration that the gauge was narrow instead of being "broad," like the gauge of the Pasumpsic, and further that the Massawippi should become a part of the main line of the Shefford road, and worked on a *pro rata* arrangement therewith from any point at which a junction may be hereafter effected. The effect of this provision will be probably to carry the Shefford road by the

head of Massawippi Lake, and to place the Massawippi Valley under the control of the narrow gauge, instead of its becoming a Grand Trunk branch. It is fortunate that all cause of difference between the two companies has been thus removed, and we trust their successes may be speedy and harmonious.—*Waterloo, Ca., Adv.*

Copper Mines in Lake Superior and Great Britain.

Annexed is a comparative statement of the product of ingot copper from the mines of Cornwall, England, and Lake Superior:

PRODUCT OF THE CORNWALL COPPER MINES.			
	Tons.		Tons.
1771.....	3,448	1822.....	7,657
1780.....	4,102	1857.....	13,644
1802.....	5,195	1858.....	13,255
1808.....	6,498	1859.....	13,245
1817.....	7,272	1860.....	13,212

PRODUCT OF THE LAKE SUPERIOR COPPER MINES.

In 1845, 910 pounds.			
	Tons.		Tons.
1846.....	20	1854.....	1,611
1847.....	167	1855.....	5,237
1848.....	361	1856.....	4,008
1849.....	527	1857.....	4,031
1850.....	448	1858.....	4,031
1851.....	610	1859.....	4,071
1852.....	1,017	1860.....	5,440
1853.....	2,000	1861.....	7,560

Imports of Foreign Wool at New York, during the first six months of 1862.

From whence.	No. of Bales.	Weight, Pounds.
England.....	15,388	5,734,308
Buenos Ayres.....	4,967	4,384,295
France.....	3,208	3,203,806
Belgium.....	2,561	974,542
Africa.....	1,679	586,361
Brazil.....	459	306,790
Sardinia.....	561	202,200
Tuscany.....	568	224,288
Bremen.....	242	111,400
New Granada.....	621	163,266
Spain (Malaga).....	419	127,313
Hamburg.....	393	84,495
Gibraltar.....	332	80,738
Central America.....	339	90,983
Cuba.....	155	92,564
Portugal.....	207	55,677
British West Indies.....	65	39,701
Turkey.....	54	19,285
Montevideo.....	12	8,211
Mexico.....	12	2,225
Dutch West Indies.....	10	3,300
Bombay.....	1	348

Total.....37,153 16,496,136

Norwich and Worcester Railroad.

The earnings of this road for the six months ending May 31, 1862, were as follows:

Passengers.....	\$47,800 84
Freights.....	86,308 58
Miscellaneous.....	7,979 55
Total.....	\$142,088 97
Expenses.....	\$90,359 96
Interest.....	19,308 64
	99,668 60

Net earnings—2 1-10 per cent.....	\$42,425 37
Debt funded.....	\$524,300 00
Debt floating.....	31,716 06
Debt for steamboat stock.....	200,000 00

Total.....	\$756,016 06
Assets.....	54,955 94

Total.....\$701,060 12

The steamboat stock pays 10 per cent. dividend

The earnings of June following the above six months show an increase of \$12,000.

St. Louis, Alton and Terre Haute Railroad.

In May last, the Terre Haute, Alton and St. Louis Railroad was sold under a decree of the Illinois Courts, for the benefit of the mortgage bondholders. It has since been re-organized as the St. Louis, Alton and Terre Haute Railroad Company, electing the following Board of Directors:

Chas. Butler, Robert Bayard John G. Richardson, S. J. Tilden, Pickering Clark, of New York city; Russel Sage, Troy, N. Y.; W. D. Griswold, Terre Haute, Ia.; Ralph Tousey, St. Louis, Mo.; Anthony Thornton, Shelbyville, Ill.; Hiram Sandford, Paris, Ill.; Levi Davis, Alton, Ill.; Hon. Gustavus Koerner, Belleville, Ill., and John S. Hayward, of Hillsboro', Ill.

Subsequently, Wm. D. Griswold was elected President and General Superintendent; RALPH TOUSEY, Secretary and Treasurer, and JAS. B. RALSTON appointed Auditor.

Railways in Chile.

In Chile there are 289½ miles of railway open or ready for use, viz:

Caldera and Copiapo.....	50½ miles.
Copiapo and Pabellon.....	23½ miles.
Pabellon and Chanarcillo.....	26 miles.
Valparaiso and Santiago.....	77 miles.
Santiago and Rengo.....	72 miles.
Coquimbo Railway.....	40½ miles.

289½ miles.

Upon these railways exist features such as are rarely to be met with upon any lines in the world; as, for instance, upon the Valparaiso and Santiago Railway is an incline of 1 in 45 for twelve miles in length, combined with curves of 600 ft. radius; the summit level of this line will be 2,650 ft. above the sea; and upon the Chanarcillo line is an incline of 1 in 25, nine miles in length, with curves of 600 ft. radius, up which engines ascend daily to an altitude of 4,400 ft. above the sea, an altitude not previously attained by a locomotive.

The Eighth Census.

We have obtained from the Census office at Washington, the following preliminary chapters of the very valuable report of Jos. C. G. KENNEDY, Esq., which will be found of great interest, exhibiting as it does, the rapid growth of this country during the last ten years. We commence with the chapter upon the

PROGRESS OF RAILROADS IN THE UNITED STATES FOR THE DECADE OF 1850-'60.

The decade which terminated in 1860 was particularly distinguished by the progress of railroads in the United States. At its commencement the total extent in operation was 8,588.79 miles, costing \$296,260,128; at its close, 30,598.77 miles, costing \$1,134,452,909; the increase in mileage having been 22,004.08 miles, and in cost of construction \$838,192,781.

While the increase in mileage was nearly 300 per cent., and the amount invested still greater, the consequences that have resulted from these works have been augmented in vastly greater ratio. Up to the commencement of the decade our railroads sustained only an unimportant relation to the internal commerce of the country. Nearly all the lines then in operation were local or isolated works, and neither in extent nor design had begun to be formed into that vast and connected system which, like a web, now covers every portion of our wide domain, enabling each work to contribute to the traffic and value of all, and supplying means of locomotion and a market almost at his own door, for nearly every citizen of the United States.

Previous to the commencement of the last decade only one line of railroad had been completed between tide-water and the great interior basins of the country, the produce of which now perform

so important a part in our internal and foreign commerce. Even this line, formed by the several links that now compose the New York Central road, was restricted in the carriage of freight, except on the payment of canal tolls, in addition to other charges for transportation, which restriction amounted to a virtual prohibition. The commerce resulting from our railroads consequently has been, with comparatively slight exceptions, a creation of the last decade.

The line next opened, and connecting the Western system of lakes and rivers with tide-water, was that extending from Boston to Ogdensburg, composed of distinct links, the last of which was completed during 1850. The third was the New York and Erie which was opened on the 22d of April, 1851. The fourth in geographical order, was the Pennsylvania, which was completed in 1852, although its mountain division was not opened till 1854. Previous to this time its summit was overcome by a series of inclined planes, with stationary engines, constructed by the State. The fifth great line, the Baltimore and Ohio, was opened in 1853, still further South. The Tennessee River, a tributary of the Mississippi, was reached in 1850, by the Western and Atlantic railroad of Georgia, and the Mississippi itself, by the Memphis and Charleston Railroad, in 1859. In the extreme North the Atlantic and St. Lawrence, now known as the Grand Trunk, was completed early in 1853. In 1858, the Virginia system was extended to a connection with the Memphis and Charleston and with the Nashville and Chattanooga railroads.

The eight great works named, connecting the interior with the seaboard, are the trunks or base lines upon which is erected the vast system that now overspreads the whole country. They serve as outlets to the interior for its products, which would have little or no commercial value without improved highways, the cost of transportation over which does not equal one-tenth that over ordinary roads. The works named, assisted by the Erie Canal, now afford ample means for the expeditious and cheap transportation of produce seeking Eastern markets, and could, without being overtaxed, transport the entire surplus products of the interior.

Previous to 1850, by far the greater portion of railroads constructed were in the States bordering the Atlantic, and, as before remarked, were for the most part isolated lines, whose limited traffics were altogether local. Up to the date named, the internal commerce of the country was conducted almost entirely through water lines, natural and artificial, and over ordinary highways. The period of the settlement of California marks really the commencement of the new era in the physical progress of the United States. The vast quantities of gold it produced imparted new life and activity to every portion of the Union, particularly the Western States, the people of which, at the commencement of 1850, were thoroughly aroused as to the value and importance of railroads. Each presented great facilities for the construction of such works, which promised to be almost equally productive. Enterprises were undertaken and speedily executed which have literally converted them into a network of lines, and secured their advantages to almost every farmer and producer.

The progress of these works in the aggregate, year by year, will be seen by the tabular statements at the close of the report. The only important line opened in the West, previous to 1850, was the one from Sandusky to Cincinnati, formed by the Mad River and Little Miami roads. But these pioneer works were rude, unsubstantial structures, compared with the finished works of the present day, and were employed almost wholly in the transportation of passengers. Within the decade in place of this one line, railroads have been constructed, radiating from Lakes Erie and Michigan, striking the Mississippi at ten and the Ohio at eight different points, and serve as trunk lines between the two great hydrographic systems of the West. These trunk lines are cut every few miles by cross lines, which, in the States east of the Mississippi, are sufficiently numerous

to meet every public and private want, and to afford every needful encouragement to the development of the resources of the country.

The Southern States have been behind the Northern in their public enterprises, though at the date of the census, they were prosecuting them with great energy and vigor. The progress inland of the great trunk lines of the South has been already noted. The opening of the Mobile and Ohio, and the Mississippi Central, which will soon take place, will give completeness to the system of the South-Western States, and leave little to be done to make it all that is wanted for that section of the country.

West of the Mississippi less has been done, for the reason that the settlements there are of a more recent date, and the people less able to provide the means for their construction than those of the older States. But even upon our Western frontier extensive systems have been undertaken, and very considerable progress made in their execution.

A more interesting subject than the progress of our public works would be their results, as shown in the increased commerce and wealth of the country. But such inquiries do not come within the scope of this report. It is well ascertained, however, that our railroads transport in the aggregate at least 850 tons of merchandise per annum to the mile of road in operation. Such a rate would give 26,000,000 tons as the total annual tonnage of railroads for the whole country. If we estimate the value of this tonnage at \$150 per ton, the aggregate value of the whole would be \$3,900,000,000. Vast as this commerce is, more than three-quarters of it has been created since 1850.

To illustrate the correctness of the estimate made, the following statement is added of the tonnage transported by the railroads of the State of New York for 1860, with the estimated value of the same. The classifications are made by the companies:

	Tons	Value	Total
<i>Kinds of Freight.</i>	Carried, per Ton.	Value.	
Products of the forest.	373,424 20	\$7,468,480	
Products of animals.	895,519 200	179,103,800	
Vegetable food.	1,103,640 50	55,182,000	
Other Agricultural products	143,219 15	2,148,055	
Manufactures	511,916 250	127,979,000	
Merchandise	783,811 590	391,905,500	
Other articles.	930,244 10	9,302,440	
Total.	4,741,773	\$163,773,089,275	

If we make a deduction of one-quarter for duplications—a portion of the tonnage passing over more than one road—the aggregate would be 3,556,330 tons, having a value of \$579,681,790.

The railroads of Massachusetts transported, for the same year, 4,694,369 tons, or making the deductions for duplications, 3,070,027 tons, and having a value of \$500,524,201. The number of miles of railroad employed in the transportation of freight, being 2,569 in the State of New York, and 1,317 in the State of Massachusetts, with the deductions named, the amount of freight transported in these States averages 1,700 tons per mile. We have estimated the tonnage of all the railroads of the United States to average one-half the amount of the roads in these States. That this is not an over-estimate is shown by the following statement of the tonnage of several interior lines:

<i>Roads.</i>	Miles.	Tons transported.
Cleveland, Columbus and Cincinnati	141	295,835
Little Miami	120	343,961
Cleveland and Toledo	147	250,482
Michigan Central	282	378,570
Michigan Southern	525	395,679
Illinois Central	700	496,390
Chicago, Burlington and Quincy	310	538,670
Chicago and Rock Island	228	301,668
Galena and Chicago	259	381,188
Total	2,712	3,286,393
Average per mile,	1,250 tons.	

BANKING.

Among the evidences of prosperity and general accumulation of wealth in the United States, the multiplication of banks with increased aggregate capital is one of the most significant. When, as in this country has been generally the case, individual promises representing produce and merchandise, and made available through the instrumentality of banks, are almost the sole means by which commodities pass from the producers to the consumers, the increased action of the banks becomes the index of larger production and more active trade. Where crops and the products of manufacturing industry are more abundant, the aggregate amount of paper created by their interchange is larger, and the negotiations of this paper require greater banking facilities. This want usually manifests itself in a more lucrative banking business, which draws more capital into that employment. Such a state of affairs presented itself during the decade which closed with 1860. The bank movement in the United States during that period underwent great expansion without becoming less sound. In that respect it presented a strong contrast to the expansion that occurred in the decade which ended with 1840. In that period a season of speculation in bank stocks and wild lands manifested itself, and the paper created for bank negotiation represented imaginary or speculative values, rather than commodities produced. Those values were never realized, and the whole paper system based on them collapsed. If we compare the aggregate features of banks at each decade with the population and the sum of the imports and exports for corresponding dates, the results are as follows:—

Years.	No. Banks.	Capital.	Loans.
1830	330	\$145,102,268	200,451,214
1840	901	358,442,692	462,896,523
1843	691	228,861,948	254,544,937
1850	872	227,469,074	412,607,653
1860	1,562	421,880,095	691,945,580

Years.	Specie.	Circulation.
1830	22,114,917	\$61,323,898
1840	33,105,155	106,968,572
1843	33,505,806	58,563,608
1850	48,677,138	155,012,911
1860	83,594,537	207,102,477

Years.	Imp. and Export.	Population.
1830	144,726,428	12,866,020
1840	239,227,465	17,069,453
1843	149,090,279	
1850	330,037,038	23,191,876
1860	726,288,550	31,445,080

The year 1843 was that of the lowest depression after the extensive liquidation that followed the expansions of 1837-'39. In that year the bank credits were, however, large, and measured by the foreign trade or the sum of the imports and the exports, but an internal trade had been developed through the settlements of the western country which required more credits. The operation of the general bankrupt law aided in clearing away the wreck of over two hundred banks that had failed, and which failures involved that of several sovereign States that had loaned their credits for bank capital.

The elements of prosperity were now again active, and banking facilities were required to a greater extent. The severe losses the public had suffered made some more comprehensive guarantee necessary to a full restoration of confidence in bank paper. In New York, in 1838, a new principle had been adopted—that of requiring the banks to deposit security for their circulating notes and holding stockholders liable to an amount equal to the value of their shares. On this basis the banking of New York was thenceforth to operate; and the principle, as its value became recognized, was gradually adopted in other States.

The failure of the Irish harvests of 1846-'47, followed by those of England in 1848-'49, by creating a great demand for American breadstuffs, stimulated business and gave a new impulse to banking. The year 1850 showed an amount of

foreign trade more than double that of 1843. With the increase of business the banks were very prosperous; as is manifest in the fact, that although the capital of the banks was no more in that year than in 1843, their discounts were one hundred and fifty millions, or 60 per cent. greater. Thus the decade opened with a very lucrative banking business, and amid the greatest excitement in relation to the gold discoveries of California. The spirit of enterprise abroad was very strong, and the impression that prices were to rise by reason of the depreciation of gold was prevalent; hence the general desire to operate, in order to avail of the anticipated profits. Industry of all descriptions was very active and productive, and there never was a period when the national capital accumulated so fast, a remarkable evidence of which was offered in the vast amount expended in the construction of railroads; while of the large capital accumulated, a considerable portion was employed in banking. The incorporated bank capital increased nearly two hundred millions, and the private bank capital half as much. The report of the Treasury Department gave the latter amount at \$118,036,080. The distribution of the incorporated banks among the several States is given in the appendix.

The increase of bank capital was large in the Atlantic cities, particularly in Boston and New York, of which the number and capital were respectively as follows:—

	1850.		1860.	
	No.	Capital.	No.	Capital.
Boston.....	80	\$21,760,000	42	\$36,581,700
New York.....	31	33,600,602	55	69,758,777
<hr/>				
Total 2 cities..	61	55,360,602	97	106,340,477

This increase of banks, following the general expansion of business, brought with it the necessity of some improved means of adjusting the daily mutual balances. The fifty-five banks in New York city, for example, were each compelled to settle as many accounts daily. To obviate that great labor the clearing system was devised. Each bank sends every morning to the clearing house all the checks and demands it may have received the day previous, in the course of business, upon all others. These in a short time are interchanged, and the balance struck and paid. This system was established in 1853, and the amount of the exchange and balances annually were as follows:

Year.	Amount Exchanged.	Balances.
1854	\$5,750,455,987 06	297,411,499
1855	5,862,912,098 33	289,694,186
1856	6,906,213,328 47	334,714,487
1857	8,333,226,718 06	365,313,901
1858	4,766,664,386 09	314,238,910
1859	6,448,005,956 01	364,984,682
1860	7,231,143,056 69	308,693,438
1861	5,915,742,758 05	353,383,944

Total for 8 yrs. \$50,764,365,288 81 2,627,434,997

With the development of business the transactions grew immensely up to 1858, when they fell off nearly one-half under the panic of that year. They recovered gradually up to the breaking out of the rebellion. The banks of Boston and Philadelphia adopted the same system with similar results. The figures indicate to what an extent the credits of individuals, created in the operations of business, are cancelled through the intervention of the banks of the cities where the commerce of the whole country centralizes.

In the States of Illinois, Mississippi, Arkansas and Florida, after the collapse of 1837, no banks were again created up to 1850, and the three last named are still without them, with the exception of two small ones in Florida. Texas has a small bank at Galveston, and Utah, Oregon and New Mexico have none. In the District of Columbia four old banks expired by limitation of charters in the hands of trustees, and Congress refused to re-charter them, but they continue to transact business.

It is probable that a large portion of the increase in banking, particularly at the West, has

been due to the introduction of the security system of New York, the idea of which seemed to popularize that which had previously been in bad odor. The following table shows the States which have adopted the free banking principle:—

States.	Year Adopted.	1860.	
		Stocks Held.	Circulation.
New York....	1838	\$26,897,874	29,959,506
Michigan....	1849	192,831	222,197
New Jersey....	1820	962,911	4,811,862
Virginia....	1851	3,584,078	9,812,197
Illinois....	1851	9,826,691	8,981,723
Ohio....	1851	2,153,552	7,983,889
Indiana....	1852	1,349,466	5,390,246
Wisconsin....	1854	5,031,504	4,429,855
Missouri....	1856	725,670	7,884,885
Tennessee....	1852	1,233,432	5,538,378
Louisiana....	1853	5,842,096	11,579,313
Iowa....	1858	101,849	568,806
Minnesota....	1858	50,000	50,000
Total.....		\$57,951,954	97,212,827

The principle cannot be said to have worked well except in New York, where it required constant alterations for many years to bring it to perfection. In Illinois it was an entire failure, and the new constitutional convention adopted a clause looking to the prohibition of any more banks and to the suppression of the existing circulation.

INSURANCE.

The progress of insurance in the United States has been rapidly following the development of commerce and trade, of which it is the necessary accompaniment, since the system of buying and selling goods on credit necessitates the resort to every possible means of making those credits safe. None is more obvious than that of requiring all goods to be insured. It follows that as commodities increase in quantity and value the amount to be covered by insurance must expand in the same proportion. Unfortunately, however, there have been no regular statistics collated from year to year, as in the case of banks, by which that interesting index to the growth of the national wealth might be compared. The State of Massachusetts has paid more attention to the matter, and the annual reports are very valuable. The number of companies and amounts at risk have been as follows in that State:—

	No. of Companies.	Capital Stock.	Fire Risks.	Marine Risk.
1840..	41	\$7,475,000	51,998,596	50,631,877
1850..	30	6,106,875	63,943,273	76,082,520
1860..	117	6,353,100	348,923,289	101,972,974

The total property at risk has increased in the ten years \$310,870,461. Under the present laws of New York the insurance returns are well organized. Taking the figures in connection with those of the leading ones of other States, the results are as follows:—

	Number of Companies.	Capital and Assets.	At Risk.
New York.....	135	\$53,287,547	916,474,056
Massachusetts....	117	6,353,100	450,806,203
Connecticut.....	12	5,364,686	279,322,184
Rhode Island....	6	2,419,388	32,187,104
Philadelphia....	10	6,510,601	139,229,374
New Orleans.....	9	6,738,031	221,100,000
Charleston.....	2	47,291,000
Augusta, Georgia.	1	952,858	7,000,000
Jersey City.....	1	179,713	5,231,061
Peoria, Illinois...	1	363,995	6,806,377
Total.....			2,105,538,319

The amount, at risk by all companies in the Union may approach three thousand millions, and the losses were reported as follows for 1860:

Vessels and freights.....	\$13,525,000
Cargoes.....	15,050,700
Total marine.....	28,575,700
By fire.....	22,020,000
Total losses.....	\$50,595,700

Pennsylvania Canal.

The following is a synopsis of the cost of the Pennsylvania Canal east of the Alleghenies. It may prove useful for reference:

The Eastern Division commences at Columbia, and extends along the eastern bank of the Susquehanna to Duncan's Island, where it crosses the river and connects with the Juniata Division; the ascent from Columbia is 182 feet; distance 82 miles; cost \$2,602,382. The Juniata Division commences at Duncan's Island, and extends to Hollidaysburgh, in Blair county, situate at the foot of the Allegheny mountains; ascent of lockage 576 feet; distance 130 miles; cost \$3,437,334.

The Eastern and Western Divisions are here separated by the mountains;—formerly they were connected with a railroad called the Portage road, 36 miles in length, and cost \$1,783,176. It ascended and descended the mountain with ten inclined planes, five on each side, which are now avoided by the Pennsylvania Central road. The total elevation of the Allegheny summit on this road was about 2,200 feet above tide water. This road extended, a few years ago, from Hollidaysburgh to Johnstone, in Cambria county, where it met the Western Division of the Pennsylvania Canal at that place.—*Phil. Intelligencer.*

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Consultations may be had with the firm between 9 and 4 o'clock, daily, at their principal office, No. 37 Park Row, New York. We have also a branch office in the city of Washington, on the corner of F and 7th sts., opposite the United States Patent Office. This office is under the general superintendence of one of the firm, and is in daily communication with the principal office in New York, and personal attention will be given at the Patent Office to all such cases as may require it. Inventors and others who may visit Washington, having business in the Patent Office, are cordially invited to call at their office.

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THE NEW YORK CENTRAL RAILROAD COMPANY,
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EIGHTEENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a Semi-annual Dividend of Three per cent. on the Capital Stock thereof,—free of the United States Income Tax, which will also be paid by the Company—payable on the 20th day of August next, upon stock registered at New York, Boston and Albany, and on the 20th day of September next upon stock registered at London.

Stockholders whose stock is registered at New York, will receive their Dividends at the office of DUNCAN, SHERMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of 4s. 1d. to the dollar.

The Transfer Books will be closed at the close of business on Thursday, the 31st day of July inst., and will be re-opened at New York, Albany and Boston on the morning of Saturday, the 2nd day of August next.

8130 JOHN V. L. PRUYN, Treasurer.

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THE thirty-ninth Annual Session of this Institution for instruction in the MATHEMATICAL, PHYSICAL, and NATURAL SCIENCES, will commence on Wednesday, Sept. 17th, 1862. Appropriate quarters, and a full supply of apparatus, will be provided, so that all the Courses of Instruction can be given precisely as heretofore. The new buildings for the Institute will be placed on a more commanding site, and be constructed as soon as possible.

The ANNUAL REGISTER, containing full information, can be obtained from

3m27 Prof. CHARLES DROWNE, Director.

NOTICE TO HOLDERS OF Construction Bonds of Dubuque & Pacific R. R. Co.

IN accordance with the order of the District Court of Dubuque County, Iowa, you are hereby required to present your bonds, on or before the 8th day of October, 1862, at the office of the Dubuque and Sioux City R. R. Co., in Dubuque, for conversion into preferred stock of last said company; otherwise the company will be under no obligation to convert the same.

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Secretary, D. & S. C. R. R.

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 WROUGHT IRON HOT WATER APPARATUS, for Warming Horticultural Buildings.
 VENTILATING do. for Dwelling Houses, etc.
 HOT WATER GAS STOVES, for Plant Windows Piazza Greenhouses, Offices, etc.

KRUPP'S
CAST STEEL
RAILWAY AXLES & TIRES.
 Steel for Rails, Dies, Tools, Cannon, etc., etc.

THOMAS PROSSER & SON,
 28 Platt st., N. Y.

QUARTZ MILLS

OF THE MOST APPROVED KIND,

MANUFACTURED BY **BURDON, HUBBARD & CO.,** 103 Front st., BROOKLYN, N. Y. Also Agents and manufacturers of the **RUSS PATENT PREMIUM AMALGAMATORS**, the best and simplest in use for saving both fine and coarse gold.

SUPERIOR
 OAK-TANNED, STRETCHED AND RIVETED
LEATHER BELTING,

MANUFACTURED BY

PHILIP F. PASQUAY, 25 Spruce st., N. Y.

DOUBLE BELTS TWICE THE PRICE OF SINGLE Best Lace Leather and Steel Hooks for round Belts always on hand.

In comparing my List of Prices with others, it will be necessary to compare also the quality of Belting. 3m28



IMPORTANT
 TO
RAILROAD COMPANIES,

THE ATTENTION OF

RAILROAD MANAGERS

Is called especially to the Machines manufactured especially for the use of Railroad Companies by the proprietors of the

ALBANY AGRICULTURAL WORKS,

CONSISTING OF

EMERY'S PATENT
Railway Horse Power,

Made changeable for both right and left hand work, also with changeable degrees of forces and motions of the driving Pulleys without changing the Speed and Labor of the Horses, thereby adapting them to the different uses required, as Sawing Wood, Pumping Water, Driving Elevators and Machine Shops, Foundries, etc. The Power is also adjustable to any degree of wear or use, so as to always insure its working with its greatest efficiency. All the running chains in these Powers are made of the best MALLEABLE IRON which gives to them triple the strength and durability of Grey Iron which last is universally used by all other Railway Horse Power Manufacturers—thereby at the same time lessening the weight of these several hundred pounds, making them less cumbersome for handling and transportation.

WOOD SAWING MILLS.

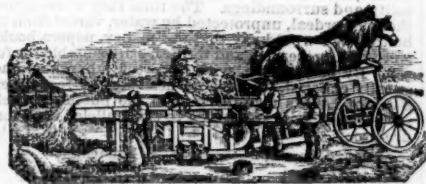
These Sawing Mills are made upon the most approved and convenient plans in use. Having a heavy plate fly-wheel fixed to the Mandrill with a Ratchet or catch pulley for the driving band on the outside of the fly-wheel—the journal bearings are fitted with Babbet Metal—the wood carriage traverses on iron ways and gibbs—a 24 or 26 inch Saw is fitted, filed and set in working order and the plates warranted. When desired, a 14 inch saw is fitted, also a table for the purpose of splitting boards, etc., for fencing and carpenter work.

The whole together forming one of the most complete and desirable sets of machines for their purposes. They are already in very general use on nearly all the principal Railroads in this country.

PRICE, ONE HORSE POWER\$90.00
 TWO " "120.00
 SAW MILL, 24 in. Saw37.00
 SETT BANDS and EXTRAS5.00

PUMPING ENGINES

Of different kinds for Raising Water for Railroad tanks and other purposes, can be furnished on demand with Reciprocating or Rotary Pumps—fitted to be operated by these Horse Power and the best adapted for Railroad and Mining purposes. One of the SEVENTY-FIVE DOLLAR PUMPING ENGINES when driven by the TWO HORSE POWER has a capacity equal to any Four or Five Horse Power Steam Engine and Pumping Machine for the same purposes.



THRESHING MACHINES

Of the most approved kinds, for one and two horses and with simply Separators, or with Complete Cleaners which fit the grain for market in one and the same operations, and of the most approved construction.

They are very extensively introduced into all the grain-growing sections of this country and the world. They are especially adapted to the force of the above Horse Powers and can be driven by Steam or Water power with equal advantage. They will be furnished on the most liberal terms and warranty. Liberal discounts made to RAILROAD COMPANIES from the above prices, and agents solicited for the sale of their manufactures.

For further particulars see the new Illustrated and Price Catalogue of the **ALBANY AGRICULTURAL WORKS**, furnished gratis on application to the proprietors.

EMERY BROTHERS,
 No. 62 & 64 State st.,
ALBANY, N. Y.

COTTON WASTE
 OF DIFFERENT QUALITIES,
 FOR MACHINERY AND
RAILROAD USE
 CONSTANTLY ON HAND.

K. EGAN & CO.,
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BOARDMAN'S
Patent Steam-Boilers

SAVE over 30 per cent. of the fuel required for flue or plain cylinder boilers, while they have all the advantages of strength, cheapness and simplicity of construction, convenience and safety in use, claimed for either. Send for a circular.

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PENCOYD IRON WORKS,
 OFFICE NO. 410 WALNUT STREET,
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 Rolled or Hammered Car Axles, Bar Iron and Forgings.

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CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH

CHILLED WHEELS,
 FOR CARS, TRUCKS, and TENDERS.

CHILLED

Driving Wheels and Tires
 FOR LOCOMOTIVES.

ROLLED AND HAMMERED AXLES.

WHEELS and AXLES,
 FITTED COMPLETE.

G. G. LOBDELL, H. S. McCOMBS, D. P. BUSH

BUSH & LOBDELL,
 WILMINGTON, DELAWARE,

MANUFACTURERS OF

CHILLED WHEELS

AND

TIRES,

FOR RAILROAD CARS

AND

Locomotive Engines,

ARE PREPARED TO EXECUTE PROMPTLY

ORDERS TO ANY EXTENT FOR THEIR

CELEBRATED WHEELS,

EITHER SINGLE OR DOUBLE PLATE,

WITH OR WITHOUT AXLES.

WHEELS FITTED

To HAMMERED or ROLLED AXLES.

IN THE BEST MANNER, AT THE SHORTEST NOTICE,
 AND ON THE MOST REASONABLE TERMS.

THE ROGERS Locomotive & Machine WORKS,

SUCCESSORS TO
ROGERS, KETCHUM & GROSVENOR,
PATERSON, N. J.,
HAVING extensive facilities, are now prepared to furnish promptly of the best and most approved description, either
**COAL OR WOOD BURNING
LOCOMOTIVE ENGINES**
AND OTHER VARIETIES OF
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**TAUNTON LOCOMOTIVE
MANUFACTURING COMPANY,**
TAUNTON, MASS.,
HAVING large facilities, and having had a long experience in the business, are prepared to furnish

LOCOMOTIVES,
EITHER FOR BURNING WOOD OR COAL,
OF THE MOST APPROVED CONSTRUCTION.

ALSO ALL KINDS OF
RAILROAD MACHINERY,
STATIONARY ENGINES AND BOILERS,
SUGAR MILLS, SHAFTING, ETC.

HARRISON TWEED,
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DANFORTH, COOK & CO.,
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HAVING erected an extensive Shop, with the most approved Machinery and Tools, are prepared to execute orders for the various classes of Freight and Passenger Locomotive Engines and Tenders, in the best manner and on the most favorable terms.
Also, Stationary Engines, and the various Tools suitable for furnishing Repair Shops.
The business of Machine making, heretofore carried on by Charles Danforth & Co., is continued by the present firm, and all orders will receive prompt attention.

RICHARD NORRIS. HENRY LATIMER NORRIS.
RICHARD NORRIS & SON,
**LOCOMOTIVE STEAM ENGINE
BUILDERS.**
SEVENTEENTH STREET, ABOVE CALLOWHILL,
PHILADELPHIA,

ENGAGED EXCLUSIVELY IN THE MANUFACTURE OF
LOCOMOTIVES,
**RAILWAY TOOLS AND
MACHINERY.**
MANUFACTURE to order, Locomotives of any Arrangement, Weight or Capacity. In Design, Material and Workmanship, the Locomotives produced at these Works, are equal to and cannot be excelled by any.

IRVING HOUSE,
NEW YORK,
BROADWAY AND TWELFTH STREET,
ENTRANCE, 45 TWELFTH STREET.

THIS House is now open for the accommodation of FAMILIES and TRANSIENT GUESTS, and will be conducted upon the EUROPEAN PLAN.

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GEO. W. HUNT,
Late of the Brevoort House, Fifth Avenue.
CHAS. W. NASH,
Formerly of the Great Republic.



LEMUEL W. SERRELL,
**SOLICITOR OF
AMERICAN & FOREIGN PATENTS,**
**No. 121 NASSAU ST.,
NEW YORK.**

VENTILATION.
THE undersigned has devised and patented the only system of VENTILATION for Buildings, Vessels, RAILROAD CARS, etc., by which spontaneous ventilation can be effectually carried out; and is willing to dispose of the same to parties desirous of purchasing at a reasonable price.
Address
HENRY RUTAN,
Coburg, Canada.

THE GREAT FIRE IN TROY.
**Unparalleled Triumph
OF
LILLIE'S SAFES!**

The following certificates explain themselves:
Troy City Bank, May 21, 1862.
LEWIS LILLIE, Esq.—Dear Sir: I am sure it will give you as much pleasure to know as it does me to say, that in the recent fire of the 10th inst., which desolated our city and destroyed our Banking-house, the contents of our Bank vault, though the building itself was a heap of ruins, remained entirely unharmed. This result we attribute entirely to the fact that our old Wrought Iron Doors were, about two years since, exchanged for a set of your celebrated Chilled and Wrought Iron Doors and Frames. With the old doors, not a book or paper in the Vault could have been saved; as it is, nothing in it was even damaged, though exposed to the most intense heat.
Yours, respectfully,
S. K. STOW, Cashier.

Troy, N. Y., May 14, 1862.
The undersigned, using **Lillie's Chilled and Wrought Iron Fire and Burglar Proof Safes**, at the time of the late disastrous fire in this city, would state that our safes were subjected to a severe test by fire, the heat varying in intensity, according to the locality and surroundings. The time they were exposed to the fiery ordeal, unprotected by water, varied from 24 to 72 hours. We would say that our money, papers, books, etc., were well preserved, and the Safes are suitable for further use. By comparison with Safes of other manufacture, equally exposed, we have no hesitancy in recommending Safes of Lillie's manufacture to the public on their demonstrated merit as entitled to unparalleled confidence as fire-proofs.

James Kenyon,
S. O. Gleason,
Percy & King,
McCoy & Beadle,
Coon & Van Valkenburgh,
S. S. McClure,
Eoss & Smith,
Robert Green,
Not dug out—nothing in them.

S. Bachelder,
Gates H. Barnard,
W. D. Haight,
Denio & Frelot,
Walsh, Pettit & Anthony,
J. H. Snyder,
Jonathan Seaman.

Troy, May 19, 1862.
The undersigned had one of **Lillie's Wrought and Chilled Iron Safes**, which went through the fire of the 10th of May. The Safe was exposed to a severe fire for over 24 hours. In falling it turned on its face, and when turned up to open the doors was red-hot. The back of the lower part of the Safe (behind the books) was filled with pennies, which, in falling over, pressed against the books, and brought them directly in contact with the doors. The wrappers on the pennies were mostly good. The books were unfit for further use, but the writing on them was partially legible and could be copied.

DUSENBURY & ANTHONY.

Troy, May 19, 1862.
This is to certify that we had in our store, in this city, when it burned, one of **Lillie's Small Safes**, which was in the fire, without water on the building or Safe. Most of the valuables were removed before the fire, and therefore we were not in haste to get the Safe out of the burning ruins. Some of the papers left in the Safe were legible when taken out, but most of them were charred.
I. M. SINGER & CO.,
Per G. W. BABCOCK, Agent.

This is to certify that the undersigned had one of **Lillie's Patent Chilled Iron Safes** in their store, which was burned during the late severe fire in this city, and we are happy to state, the Safe preserved all its contents in first-rate condition. All the papers were legible, and the books will do for further use, without even rebinding.

GRANT, NUTTING & CO.

The foregoing comprises all the Safes of my manufacture that were in the fire, and below will be found certificates from all the owners of Safes manufactured several years since, by **World's Safe Company**, who used my Patent Chilled Iron Shell, but not my Fire-Proof Cement.

WORLD'S SAFE COMPANY'S SAFES.

Troy, May 19, 1862.
The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire of the 10th inst., in this city, would state that our Safes were exposed to a severe heat, being confined in the burning ruins, unprotected by water, from one to three days. On opening the Safes the contents were mostly legible, and to a far greater extent than could be reasonably expected of any Safe. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and by this test we are prepared to recommend them as such to public patronage.

Lyman Bennett, **Silliman, Matthews & Co.,**
Flood & Dunham, **E. L. Mallory,**
John Hutchinson, **E. H. Virgil,**
Sup't National Express Co.

The undersigned, having Safes manufactured by the late **World's Safe Company**, and which were subjected to the great fire in this city, would state, that on opening our Safes the contents were mostly legible. We concur in the opinion that the Safes manufactured by **LEWIS LILLIE**, which were subjected to the fire for a longer time and preserved their contents, are superior and powerful protectors against fire, and we are happy to recommend them to public patronage.

W. & L. E. GURLEY,
R. L. & G. DRAKE,
LEONARD SMITH,
H. E. & W. ALENDORPH, Absent.

Troy, May 19, 1862.
To whom it may concern: We would certify that when the recent fire broke out in this city, we took out from our Safe (which was made by **World's Safe Company**) all our books, papers, etc., and then left it to the flames without shutting the door, and the Safe will do for further use by being repaired, although the book case was destroyed by the door being left open through the fire.

ACKLEY & CO.

Troy, May 19, 1862.
The undersigned, using Safes manufactured by the **World's Safe Company**, at the time of the late disastrous fire on the 10th instant, in this city, would state that our Safes were filled with fire-brick for the fire-proof, and while several of this class preserved their contents, ours were considerably charred, and only partly legible. In justice to **Mr. Lewis Lillie**, we are pleased to state that Safes of his manufacture proved to be powerful protectors against fire, and have preserved their contents, after having been exposed to the fiery ordeal, unprotected by water, from one to three days.

Stephen Holton, **Luther Greenman,**
Bennett, Strickland & Fellows, **E. W. Johnson,**
Corliss & House, **J. H. Goodsell.**

Troy, N. Y., May 17, 1862.
LEWIS LILLIE—Dear Sir: We were using at the time of the late severe fire of 10th inst., a Safe purchased in 1852 of the late **World's Safe Company**. The contents were considerably charred, but our Ledger is mostly legible, and we are able to copy it.

The Safe was subjected to a severe heat for over eighteen hours, and we are satisfied that if water had been thrown on the ruins, as is ordinarily the case, the contents would have come out uninjured. You will please repair our Safe, placing in it the improvements embraced in Safes of your manufacture, and oblige

SHIELDON & GREENE.

N.B.—The above Safe is believed to have damaged the contents more than any of those named in this circular.

There were only seven Sheet Iron Safes, made by Herring and others, outside of the railroad depot, that were exposed to the fire, four of which were entirely burnt out; the fifth was saved by being early cooled off by water; the remaining two were not severely tested.

LEWIS LILLIE.

H. R. HUBBELL, Agent,
No. 108 Broadway, New York.

T. G. SELLEW,
MANUFACTURER OF
Desks and Office Furniture,
WAREROOM No. 107 FULTON ST.,
Near Nassau, N. Y.
LIBRARY FURNITURE made to order.